MASON'S
DELICIOUS
O.K.
SAUCE.

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General Post Office in the United Kingdom.

N. LAZARUS,
Hong Kong's Only European Optician.
Established Over Forty Years.
Manager:—RALPH A. COOPER
Registered Optometrist (Canada).

No. 21 509 號玖零百伍仟壹萬式第 日玖拾月伍年卯丁 HONG KONG, SATURDAY, JUNE 18th, 1927. 陸拜禮 日捌拾月陸年七廿百九仟壹英 PRICE: $3 PER MONTH

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

				O				E	O	E*	E		
		A.M	A.M.	A.M.	A.M.	A.M.	Noon	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon	...Dep.	6.40	8.05	8.30	9.15	10.30	12.00	1.15	2.22	2.35	4.35	5.29	7.21
Yaumati	...Dep.	6.50	—	—	9.24	10.39	12.09	1.24	2.31	—	4.44	5.38	7.30
Shatin	...Dep.	7.02	—	—	9.36	10.51	12.21	1.36	2.43	—	4.56	5.51	7.42
Taipo	...Dep.	7.16	—	—	9.49	11.04	12.34	1.49	2.56	—	5.09	6.04	7.55
TaipoMarket	Dep.	7.21	—	—	9.53	11.08	12.38	1.53	3.00	—	5.13	6.08	7.59
Fanling	...Dep.	7.32	—	—	10.03	11.18	12.48	2.03	3.11	—	5.24	6.19	8.09
Sheungshui	.Dep.	7.36	—	9.07	10.07	11.22	12.52	2.07	3.15	3.13	5.28	6.23	8.13
Shumchun	...Arr.	7.42	8.45	9.13	10.13	11.28	12.58	2.13	3.21	3.17	5.34	6.29	8.19
Canton	...Arr.	—	12.20	—	5.20	—	—	—	—	—	—	—	—

		E						E	O	O			E*
		A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M. 3.00	P.M.
Canton	...Dep.	—	—	—	—	—	8.45	—	—	—	—	6.40	7.15
Shumchun	...Dep.	7.19	8.06	10.38	11.40	3.00	4.17	5.13	5.20	5.40	6.08	—	7.20
Sheungshui	..Dep.	7.26	8.13	10.45	11.47	3.07	4.24	5.20	5.27	5.47	6.15	—	—
Fanling	...Dep.	7.31	8.17	10.49	11.51	3.11	4.28	5.24	—	5.51	6.19	—	—
TaipoMarket	Dep.	7.41	8.27	10.59	12.02	3.21	4.38	5.34	—	6.01	6.29	—	—
Taipo	...Dep.	7.45	8.32	11.04	12.07	3.25	4.42	5.38	—	6.05	6.33	—	—
Shatin	...Dep.	7.58	8.46	11.17	12.21	3.38	4.56	5.51	—	6.18	6.46	—	—
Yaumati	...Dep.	8.12	8.57	11.29	12.33	3.50	5.08	6.03	—	6.30	6.58	—	—
Kowloon	...Arr.	8.20	9.05	11.37	12.41	3.58	5.16	6.11	6.04	6.38	7.06	7.20	7.56

SHA TAU KOK BRANCH.

				E	O		
			A.M.	A.M.	P.M.	P.M.	P.M.
Fanling	...	...	7.45	11.30	2.20	3.26	6.25
Shataukok	...	...	8.40	12.25	3.15	4.15	7.20
				E	O	E	O
			A.M.	A.M.	P.M.	P.M.	P.M.
Shataukok	...	...	6.30	10.15	1.05	2.05	5.00	5.15
Fanling	...	...	7.25	11.10	2.00	3.00	5.55	6.10

E=SUNDAYS AND PUBLIC HOLIDAYS EXCEPTED.
O=SUNDAYS AND PUBLIC HOLIDAYS ONLY.
*=FIRST CLASS ONLY.

Further information may be obtained at the RAILWAY OFFICES, KOWLOON, or from MESSRS. THOS. COOK & SON, LTD., HONGKONG, or from THE AMERICAN EXPRESS COMPANY, HONG KONG.

G. A. WALKER, Manager.

50]

HONG KONG, CANTON AND MACAO STEAMERS.

JOINT SERVICE OF THE HONG KONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

CANTON LINE.

Sailings from Hong Kong: Daily, at 1 A.M. & 8 A.M. { (Sundays 1 A.M. only).

Sailings from Canton: Daily, at 8 A.M. & 3 P.M. { (Sundays 3 P.M. only).

The 3 P.M. Steamer from Canton (SUNDAY EXCEPTED) on arrival in Hong Kong berths at Wing Lok Street Wharf.

All Steamers will, as usual, leave for Canton from the Hong Kong Wharf.

MACAO LINE.

FROM HONG KONG: 8 A.M. and 2 P.M. (Week days Only).

FROM MACAO: 8 A.M. and 2 P.M. (Week days Only).

SUNDAY EXCURSION:

On SUNDAY, the 19TH JUNE, s.s. "SUI AN" will depart from the Company's Wing Lok Street Wharf at 9 A.M., and from Macao at 3.30 P.M.

THE STANDARD LIFE ASSURANCE CO.

New Scheme for Children's Early Endowment:—

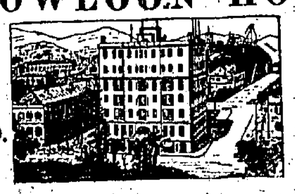
Principal features: Small Premium, Liberal Surrender Value, Return of Premium in the Event of Death.

Write for Pamphlet and Full Particulars to—

DODWELL & CO., LTD.
AGENTS.
2, QUEEN'S BUILDING

68]

KOWLOON HOTEL



TEL. NOS. K. 608; 609.

CABLE ADDRESS: KOWLOTEL, HONG KONG.

A FIRST CLASS HOTEL

Under the personal supervision of an experienced European Manager.

H. J. WHITE, Manager.

[A.P.B.]

PALACE HOTEL.

TEL.: K. No. 3. Tel. Ad: "PALACE."

Three Minutes from Kowloon Wharf, Ferry Wharf and Railway Station. Entirely under English Management Electric Light and Fans Throughout.

EVERY ROOM WITH PRIVATE BATH.

Lounge, Bar and Billiard Rooms. Unrivalled Cuisine under the personal supervision of the Proprietress.

TERMS MODERATE.

Special Terms to Families on application to—

MRS. J. H. OXBERRY, Proprietress

4

The Only Hotel in CANTON Directly under European Management.

THE VICTORIA HOTEL SHAMEEN

Guides and Trips arranged for and Special Care Taken of TOURISTS

Cable Address: "VICTORIA."

HARD HIT BRITISH FARMERS.

DEBTS AND BANKRUPTCIES.

MANY GIVING UP.

OXFORD.

After a lengthy inquiry among Oxfordshire farmers to-day, I am satisfied that the disastrous position of agriculture is rather underthan over-drawn, says a correspondent to a London paper.

The case in this county is desperate, and I have listened to some pitiful stories of unavailing fights against great odds.

Mr. Cutteridge, secretary of the Oxfordshire branch of the National Farmers' Union, told me:

Farms which have been in the same family for generations are having to be given up owing to the financial stringency. One young farmer of progressive mind, a hard-working member of one of Oxfordshire's oldest farming families, has lost over £3,000 during the last four years.

No Income Tax For 3 Years.

Here are some of the personal experiences given me.

A farmer who in 1919-1920 paid £500 in income-tax and who has kept his books carefully has paid no tax for three years owing to his losses, and he states that whatever may happen he will pay no tax for the next two years.

Another farmer, Mr. J. Joslin, of Stoke Talmage, Thame, said:

There are plenty of people around me who bought cattle last May for £18 to £22 a head and sold them at the end of the grazing season last October and November for about £2 a head more than they originally cost. These figures mean absolutely a dead loss.

Since 1923, when I bought my place, I have just about held my own, though I ought to have been making £500 to £600 a year at the rate I have worked. Last year I lost £300.

I suggest that all imported foodstuffs should be allowed to come in free, that the Government should take the lot and standardise the price, this price to be based on the costs of home production of the same articles.

Another farmer, 70 years of age, told me he has lost an average of £2,000 a year in the last four years. He is one of a great number who have given notice to end their tenancies of Oxfordshire farms.

Many Unlet Farms.

A member of a firm who audit a large number of the farm accounts in this shire as well as manage estates, said that the whole of the accounts with a few exceptions show a loss on last year and a further depreciation of capital. In one case the loss has averaged about £2,000 per annum since 1920. He said:

Even the grass farmers who employ least labour have lost in each of the last two years, but the arable farmers, who employ most labour, have suffered most, and their outlook is dark in the extreme. There is an abnormal number of farm tenancies expiring, and an unusual feature is the number of unlet farms.

The farmers of Oxfordshire are a particularly enlightened and industrious class of men, but the majority of them to-day are living on their capital and struggling against forces over which they have no control.

£20,000 Owing.

A member of an Oxfordshire firm of agricultural engineers said that he has £20,000 on his books owing by farmers who cannot pay.

A member of a firm of fertiliser manufacturers states that he has a pile of orders which he cannot fulfil because the farmers have not paid their last accounts. In addition, there are numerous orders from new customers of whom he is doubtful, believing that their usual merchants have refused further credit. All the trades allied to agriculture are feeling the pinch badly, he said.

Mr. R. W. Hawken, of Little Baldon, who has served as county chairman of the National Farmers' Union, told me:

My sons and I farm about 3,000 acres in Oxfordshire and on its border and we have been particular in keeping accounts. A certified valuer goes through all the stock every year, and the accounts are passed by an accountant. Thus we are able to know exactly what the losses have been.

They are enormous. We should have been able to retire 5 years ago many thousands of pounds better off.

The present disaster dates from the repeal of the Corn Production Act in 1921. To-day I look on stock-farming as being in quite as bad a position as arable farming, owing to the slump in the markets due to England being the dumping ground of the world's surplus. I can see no remedy but some form of protection.

On this question of live stock losses a typical instance was given me from the Witney district. A farmer bought 10 bullocks at £26 each in the first week of September last. He sold them in May at £30 apiece in Oxford market. They had cost him 15s. each a week to keep.

(*Continued on next Column.*)

INDUSTRIAL JAPAN.

THE COMMISSION OF INQUIRY.

PROTECTION AND STATE AID.

KOBE, June 1st.

The first full meeting of the Commerce and Industry Inquiry Commission was held in the Department of Commerce and Industry on Monday afternoon (30th ult.) Mr. Nakahashi, Minister of Commerce, opened the meeting by an address.

In the course of his speech Mr. Nakahashi expressed his sense of gratification at the rapid development of industry in Japan in a comparatively short period of time. Looked at section by section, Japan's industry fell behind enterprises by other nations, the Minister admitted, but it could be brought abreast with them with the whole-hearted endeavours of industrialists. It was a matter of regret, however, that there was a tendency in Japanese industry to depend on the Government for development. Not that industry had attained a stage where no Government help was needed. Indeed, industrial enterprises peculiar to Japan and at a fair stage of development must be maintained and improved by the joint efforts of government and private capital. This was the position taken by the Government that had been succeeded by the Seiyukai Ministry.

The tariff reforms effected by the Kenseikai Government embodied the traditional policy of protection. The present Ministry would uphold it and was ready to go to the root of the matter. When it was demonstrated that Government help was necessary for development, assistance would be given without stint, for half-heartedness did more harm than good. But the Government's industrial policy would be guided by a broad view and assistance would be given in such a way as would make for the general interests and not benefit particular industries. That was the purpose aimed at by the Government in appointing the Committee.

Mr. Yoshino, Chairman of the Executive, then read a report on the organisation of the Commission, and agenda were distributed to the members present. It was proposed and carried that a committee be appointed to draw up a programme under which the Commission was to deal with the subjects brought forward. Mr. Nakahashi, Finance Minister, nominated Mr. Miura, Baron Sakatani, Mr. Kita, Mr. Sano, Mr. Kodama, Viscount Ogochi and Mr. Hata as the committee.

The Agenda.

The agenda includes the following items to be discussed in order to develop commerce and industry:—

1.—Basic equipment to be provided for development of industry:—(1) arrangement for more financial facilities; (2) encouragement of research and study for inventions and discoveries; (3) basic investigations including statistics, resources, competition and industrial conditions abroad.

2.—Investigations with regard to important industries:—(1) Establishment of such industries on a firm basis; (2) industries to be developed for export and their encouragement; (3) industries to be developed for checking imports and their encouragement.

3.—Improvement:—(1) in production; (2) in selling; (3) in credit; (4) in trade intelligence; (5) in transport.

DIARY OF EVENTS.

To-day.

Golf: Bogey Pool, Fanling.

Lawn Bowls League:—Division I.: K.D.R.C. *v.* C.S.C.C.; K.C.C. *v.* Taikoo R.C.; Police R.C. *v.* K.B.G.C. Division II.: E.P.R.C. *v.* K.C.C.; C.S.C.C. *v.* C.C.C.; R.H.K.Y.C. *v.* Club de Recreio; Taikoo R.C. *v.* K.B.G.C.

Lawn Tennis League:—"B" Division: University *v.* H.K.C.C.; K.C.C. *v.* U.S.R.C.; I.R.C. *v.* M.B.K.; R.E.s. *v.* Recreio; S.C.A.A. *v.* Nippon Club; C.R.C. *v.* C.C.C. "C" Division: H.K. C.C. *v.* Netherlands T.C.; Recreio *v.* K.C.C.; Nippon Club *v.* S.C.A.A.; C.C.C. *v.* Taikoo R.C.; C.R.C. *v.* R.A.O.C.

Baseball: Filipinos *v.* U.S.S. *Pampanga*, Happy Valley Diamond, 2 p.m.

H.K. Baseball League: Tigers (S.C.A.A.) *v.* Club de Recreio, Happy Valley Diamond, 4 p.m.

Services Sailing Race R.H.K. Yacht Club, 3.30 p.m.

St. Peter's Y.M.C. Launch Picnic, Launch leaves Queen's Pier, 3.30 p.m.

European Y.M.C.A. Bathing Picnic, Island Bay.

Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m. and Lee Gardens, 5.30 p.m.

Grand Concert for Servicemen at City Hall, 6.30 p.m.

Concert for Servicemen at "Better 'Ole," Y.M.C.A., Peking Road, 7 p.m.

Dinner Dansant at Cafe Restaurant Parisien.

Queen's Theatre: "Stage Struck."

World Theatre: "Old Home Week."

Star Theatre: "Perch of the Devil."

Principal Mails:—Inward: Europe *viâ* Siberia (*Suwa Maru*). Outward: Europe *viâ* Marseilles, etc. (*Suwa Maru*), 1.30 p.m.; Europe *viâ* Siberia (*Kalyan*), 10.30 a.m.

Sunday.

1st Sunday after Trinity.

China Coast Officers' Guild and Marine Engineers' Guild of China (Hong Kong Branches) combined meeting, 67, Des Voeux Road Central, 10.30 a.m.

Golf: Bogey Pool, Fanling.

Baseball: Japanese B.C. *v.* U.S.S. *Pampanga*, Happy Valley Diamond, 2 p.m.

H.K. Baseball League: H.K. Baseball Club *v.* Dragons (S. C. A. A.), Happy Valley Diamond, 4 p.m.

Tennis League:—"A" Division: I.R.C. *v.* University, 4.30 p.m. "B" Division: University *v.* I.R.C. 4.30 p.m. "C" Division: T.R.C. *v.* K.B.S.F.P.A., 10.00 a.m.

Tea Dance: Lee Gardens, 5.30 p.m.

St. Peter's Church Servers' Guild meeting, 8.30 p.m.

Queen's Theatre: "Seven Sinners."

World Theatre: "Clothes Make The Pirate."

Star Theatre: "Charlie's Aunt."

Monday.

Golf: Bogey Pool, Fanling.

Criminal Sessions open at Supreme Court, 10.30 a.m.

Tea Dances: H.K. Hotel, Hotel Savoy, King Edward Hotel, and Cafe Parisien, 4.30 p.m.

Social for Service men at St. Peter's Y.M.C.

Dinner Dansant at Cafe Restaurant Parisien.

Queen's Theatre: "Seven Sinners."

World Theatre: "Clothes Make The Pirate."

Star Theatre: "Charlie's Aunt."

Principal Mails:—Inward: U.S.A., etc. (*President Wilson*). Outward: San Francisco and Europe *viâ* Siberia (*President Taft*), 5 p.m.

Tuesday.

Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m. and Lee Gardens, 5.30 p.m.

Dinner Dansant at Cafe Restaurant Parisien.

Chinese singing and dancing performance by Miss Tze Lo Lan, Theatre Royal.

Principal Mails:—Outward: Europe *viâ* Siberia (*Sphinx*), 1.30 p.m.; Europe *viâ* Marseilles (*Angers*), 2.30 p.m.

Wednesday.

Tea Dances: H.K. Hotel, Hotel Savoy, King Edward Hotel and Cafe Parisien, 4.30 p.m.

Dinner Dansant at Cafe Restaurant Parisien.

Principal Mails:—Outward: Canada, U.S.A., etc., Europe *viâ* Vancouver and *viâ* Siberia (*Empress of Russia*), 8.30 a.m.; Australia, New Zealand, etc. (*Tango Maru*), 9.30 a.m.

Thursday.

Legislative Council Meeting, 2.30 p.m.

Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m. and Lee Gardens, 5.30 p.m.

Subscribers' list for Subscription Griffins closes at 5 p.m.

Dinner Dansant at Cafe Restaurant Parisien.

THE HONGKONG HOTELS LIMITED.

HONGKONG HOTEL; REPULSE BAY HOTEL; PEAK HOTEL.

Telegraphic Address: "KREMLIN, HONGKONG."

AND

SHANGHAI HOTELS LIMITED.

ASTOR HOUSE HOTEL. PALACE HOTEL MAJESTIC HOTEL.

Telegraphic Address: "CENTRAL, SHANGHAI."

In association with the GRAND HOTEL DES WAGONS LITS, PEKING.

KING EDWARD HOTEL.

Most Modern and Central Hotel in the Colony, all Bed Rooms, newly renovated and installed with Box Spring Beds, Hot and Cold Water, also Telephone. All Trams pass in front of Hotel. Most Moderate Rates in the Colony.

Hotel Launch meets all Steamers. Dining Room and Lounge is now open to the Public.

Tel. Add: "Victoria."
Telephone: No. C. 373.

J. H. WITCHELL, Manager.

TUNDICE TANKS

A revelation in Ice Tanks and an immense saving of ice.

In two sizes—baby and large—on the Thermos Principle.

Only 3 lbs. of Ice required in 24 hours.

EVERY bottle becomes and remains ice-cold.

Caldbeck, Macgregor & Co., Ltd.

Incorporated under the Companies' Ordinance of Hong Kong.

15, QUEEN'S ROAD CENTRAL.
TEL. CENTRAL 75.

[61

FOR SALE.

SCOTT-SEALED PACKETS GUARANTEED TO CONTAIN GENUINE STAMPS ONLY

Sealed by Scott for Safety and All Packets Sold by us carry their "Unqualified Guarantee."

You can be sure that every Stamp in the Packet is listed in Scott's Standard Catalogue.

GRACA & CO.,

DEALERS IN POSTAGE STAMPS, GARDEN SEEDS, PICTORIAL POST CARD, TOYS, ETC.

No. 10, WYNDHAM STREET.
P.O. Box No. 620. HONG KONG.

[8

CAMMELL LAIRD & Co.,

LIMITED.

Controlling THE LEEDS FORGE CO., NEWLAY WHEEL CO., Etc.

Birkenhead, Sheffield, Nottingham, Birmingham, Leeds, Penistone and London.

RAILWAY PASSENGER COACHES

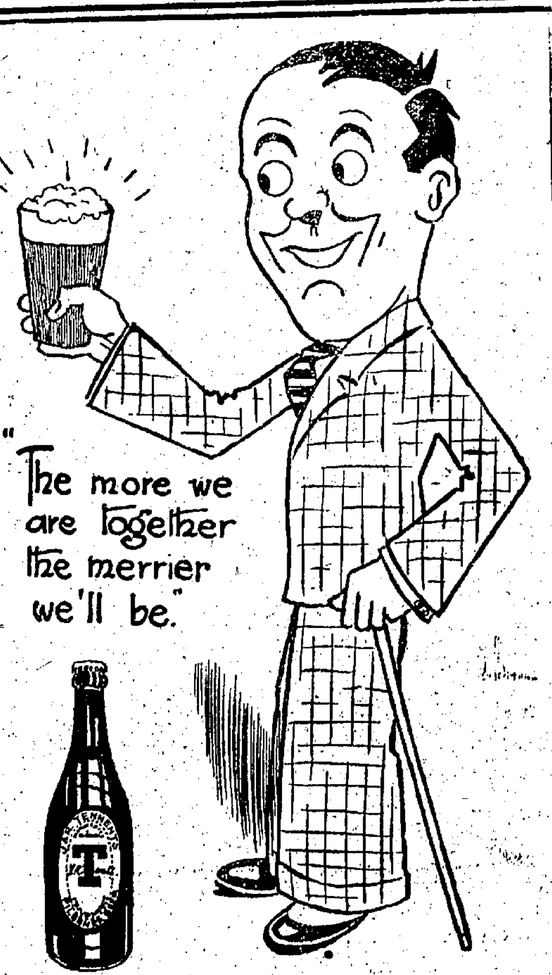
FREIGHT & COAL CARS

STEAM DRIVEN RAIL COACHES

"NEWLAY" SOLID ROLLED STEEL RAILWAY WHEELS

13, PEKING ROAD, SHANGHAI.

[3



WHOLESALE & RETAIL AGENTS:

LANE, CRAWFORD, LTD. Tel. C. 4567.

[A.P.B.]

JUST ARRIVED

A SHIPMENT OF

TUBORG BEER

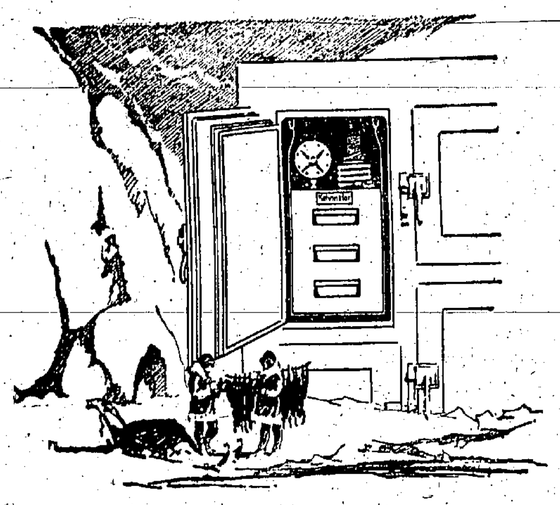
Purveyors to
The Royal Danish Court.
The most popular Danish Beer
on the Market.
6 doz pts. . . . $21.40 duty paid.

Sole Agents
GANDE, PRICE & CO., LTD.,
Wine and Spirit Merchants.
St. George's Buildings, No. 2, Ice House Street,
Tel. Central No. 135. Hong Kong. [183

GREEN ISLAND CEMENT CO., LTD.

Best Portland Cement.

SHEWAN, TOMES & CO.
GENERAL MANAGERS,
HONGKONG.



Kelvinator Keeps Food Better and Longer

Call at our office for a Demonstration
REISS, MASSEY & CO., LTD.
(Engineering Department)
Agents for Hong Kong and South China.

Established 1914
Kelvinator
Electric Refrigeration

The Woman who motors knows the value of

"HAZELINE" (Trade Mark) SNOW"

When she needs a touch of colour she uses

"HAZELINE" (Trade Mark) ROSE FROST"

Applied to the face before starting, it prevents dust entering the pores of the skin. On arrival, another application removes all traces of the journey.

Both in glass pots *All Chemists and Stores*

BURROUGHS WELLCOME & CO.
(Proprietors: The Wellcome Foundation Ltd., London, Eng.)
LONDON AND SHANGHAI
All Rights Reserved

F.M.S. AIR MAILS AND WIRELESS.

PRACTICAL SCHEMES BEING LAUNCHED.

SEAPLANE SERVICE TO LINK UP WITH BATAVIA.

The need for establishing air mail services in Malaya has been a matter of comment for a long time and although no indication has been given of the intentions of the Government in regard to the question, the steady development of air mail services in the neighbouring countries of Siam and the Dutch East Indies has rendered such a service in Malaya inevitable.

Recent discussions by representatives of the Colonies and Protectorates in London disclose that the Colonial Office is all in favour of air mail services wherever these can be established in the Colonies, and there is now reason to believe that the local Government have not been idle in this respect.

Indeed, it is believed that an Air Mail Service in Malaya has already formed the subject of practical consideration and it is said that an Air Mail is shortly to be inaugurated to serve Malaya and the Dutch East Indies. The points in the route to be touched by the Air Mail Service will probably be Singapore, Port Swettenham, Lumut, Penang, Medan and Batavia.

Seaplanes will be the type of machine used in the service and there can be no doubt that Lumut will be made one of the stopping places, primarliy with the intention of serving the needs of Perak.

In view of this probability it is not unlikely that the Government will seriously have to consider the extension of the Tronoh line to Lumut, otherwise the requirements of Perak will never be adequately met. The centre of the commercial activity of Perak is Ipoh and as the air mail service will largely benefit commercial interests it is imperative that a speedy means of conveyance should be at the disposal of commercial houses in Ipoh by the air mail at the nearest port of call.

An F.M.S. Government Vote.

In this connection it is interesting to note that a sum of $34,000 has been added to the Federal Estimates for the erection of wireless stations and quarters for operators and mechanics at Port Swettenham and Batu Pahat, Johore.

Readers are perhaps aware that the question of Wireless between Penang and Singapore was recently discussed at the Colonial Conference, and with the assistance of a really sound Broadcasting Company, there is no reason why the F.M.S. should not show as good results as are being experienced in Ceylon, Hongkong, and other Colonies.

Wireless Scheme For F.M.S.

Simultaneously with the above it is worthy of note that the progress of Wireless in Malaya is also making rapid strides, and the news of the formation of a Broadcasting Company was no doubt very welcome to numerous people who have taken up this interesting science as a hobby.

Fears have been expressed in the Press as to whether Malaya can progress more than it has done in connection with broadcasting in view of the conditions imposed by Government. This pessimism does not appear to be shared by the promoters, who seem confident that a company organised on proper business lines and with adequate capital behind it, as the one referred to, will easily overcome such handicaps.

What Is Proposed.

The Company we are told, will broadcast on a short wave length and do relay work. For instance "6WF" Station in Australia will be picked up here and relayed. "K. D. K. A.", "2 X. A. F.", "W. G. Y." and other American Stations will also be picked up in the same manner and relayed.

Mr. Leslie Cant, who will be Manager of the Company, has had several years' experience in wireless in Australia, and is versed in the means of promoting it further in this country. The Company, it is understood, is getting out an experienced man as programme director.

It is perhaps, not looking too far ahead to mention that in the future all newspapers will be served by wireless information, and that Reuter's cables will have to be finally abandoned.

Daily Transmissions Now Going On.

In order to show the keen interest which is being taken in wireless in Malaya, a local enthusiast says that an amateur at Kuala Lumpur and another at Ipoh are at present receiving concerts from the Java Military Station every evening between 5.45 p.m. and 7.45 p.m.

(Continued on next Column).

The gentleman at Kuala Lumpur receives this station at loud speaker strength. The wave length is between 18 and 35 metres. Quite a number of amateurs in Malaya have transmitting licences, while one gentleman at Singapore transmits to another at Penang regularly every night, their conversation being heard by other listeners-in in Malaya.

It has been found in Malaya that high frequency amplification is not good owing to atmospherics caused by thunderstorms. The best long distance set for use in Malaya is a two valve set, *i.e.* one detector valve and one low frequency amplifying valve. If amateurs build more than one amplifying valve, they generally amplify the atmospherics so badly as to make the crashes of lightning and thunder unbearable to the ear drums.

An amateur in Ipoh prophesies the time when Rugby, which is transmitting at present on about 16,000 to 18,000 metres, will have to come down to low wave length wireless.—*Times of Malaya.*

SIR HUGH CLIFFORD'S SEA-PLANE ADVENTURE.

CLIMBS ON TO THE WINGS.

ASSISTANCE TO THE PILOT.

SINGAPORE, June 9th.

H.E. the Governor, Sir Hugh Clifford's proposed flight in a seaplane piloted by a French ace on board the French cruiser *Pennanguet* in harbour was spoilt by the squall that came on this morning.

His Excellency went on board the cruiser at 6.30 o'clock this morning and went in a launch to the seaplane, which could accommodate only one person beside the pilot.

Almost immediately after Sir Hugh got on board, a ticklish operation in the sea that was running, the squall began.

All thought of the proposed ascent was forgotten in the efforts of the pilot to keep his machine from being capsized and sunk.

Fortunately, Sir Hugh has been up often. He was thereby able to give the pilot that assistance in righting the machine which a novice would have been unable to render, and but for which the machine would inevitably have been capsized and sunk.

Climbed Out On the Wings.

At times the wings on either side were submerged. Sir Hugh pluckily climbed out, and threw his weight either side in the efforts to keep it from going over.

Even if a launch or boat had been sent out, it would have been well nigh impossible to disembark owing to the way the machine was pitching about, though it is questionable whether His Excellency, who seemed to be enjoying the experience, would have cared to do so.

It was quite two hours before Sir Hugh got off in a boat that was rowed out for the purpose.

In conversation this morning with a representative of the *Straits Times* Sir Hugh made little of his experience. He said he saw the squall coming almost immediately he got in and was prepared.

Has Been Up Often.

"I have been up very often," he said, "and enjoy climbing outside during a flight. So I immediately got outside and helped balance the machine."

"Oh, no," he said in answer to a reference to his narrow escape, "there was no danger at all. Had we gone over it would only have meant swimming to the ship."

Sir Hugh, we may add, though completely drenched, seemed none the worse for his two hours strenuous exertion, and was enjoying a hearty breakfast when seen by our representative this morning.

Before boarding the launch this morning to go on the French cruiser, His Excellency shook hands with the boarding officers on duty.—*Straits Times.*

HOLIDAY TRAGEDY IN F.M.S.

YOUNG EUROPEAN PLANTER SHOT DEAD.

IPOH, June 8th.

Details of the tragic death of a young planter on Arras Estate, Kuala Kangsar, show that the deceased, A. H. Morgan, was entertaining two friends during the holidays.

They were returning to the estate through a patch of scrub for tiffin when two house dogs started a deer.

One of his friends, named Bingham, was carrying Mr. Morgan's automatic pistol. Morgan is believed to have shouted "shoot." The party suddenly swerved and the bullet fatally struck Morgan.

The funeral at Taiping yesterday was largely attended.—*Straits Times.*

HOW SHINGLING HAS HELPED TRADE.

10,000 MORE HAIRDRESSERS EMPLOYED.

BARBERS AND TUBERCULOSIS.

The great increase in the number of hairdressers, owing to the shingling vogue, was emphasised to the Committee inquiring into the Shops (Early Closing) Acts.

Mr. A. Soan, on behalf of the Hairdressers' Parliamentary Committee, opposed any extension of the present hours. It was reported in 1914, he declared, that one hairdresser out of every five died of consumption. The disease was now on the decrease. Shorter hours had led to more outdoor life, and shops were becoming healthier.

According to the last census, Mr. Soan proceeded, there were 32,000 hairdressers and barbers. This number had been increased by at least a third, owing to the development of the hairdressing trade, consequent upon the shingling fashion for women.

Questioned about the practice of attending women at their own homes, Mr. Soan said that thousands of girls were being turned out of training schools, and when they could not get a job they went round from house to house.

Mr. James Stewart, M.P. (a member of the Committee), who is in the hairdressing trade—Next to bartenders, hairdressers have about the highest death-rate from consumption?

Mr. Soan—I know we are very high on the list.

Mr. Stewart—If you could convince the public of the danger to their health that might facilitate in getting improvements?—I think it would. I do not think the public quite realise.

Mr. Stewart—The danger that we barbers are to the public?

Sir David Brooks (the Chairman)—If you emphasise this too much we shall be afraid to have our hair cut.

The Paris correspondent of the *Morning Post* recorded that whereas in 1914 there were 20 ladies hairdressers in that city, there were now 500.

QUEER EXHIBITS AT SINGAPORE COURT.

BOTTLES, CARRYING POLES AND AXES IN COURT.

Numerous bottles, carrying poles and an axe were exhabits in a case at Singapore, before the Second Police Magistrate, Mr. H. R. Bull, in which 15 Chinese were charged with unlawful assembly.

The charge is a sequel to an occurrence in the Crawford Street area on May 30th last, when the Rochore Police, acting on information received that a fight was imminent between rival gangs, arrested the accused.

Describing the arrests, Captain Cockle, in charge of Rochore Division, stated that the bottles were filled with water.

The case was adjourned to enable the prosecution to consult the D.P.P., the magistrate stating that the evidence was insufficient to sustain the charge.

ENGLISH GIRL AND AFGHAN.

MARRIAGE TO LEGATION SECRETARY.

Miss Violet Parish, a typist, was married recently to Mr. G. Ghaus, the first secretary of the Afghan Legation in London. The ceremony was performed by the registrar at St. George's register office, Princess-row.

The bride, who is 21, and a typical English blonde, is the daughter of Mr. A. Parish, a Marylebone business man. Mr. Ghaus is a Mohammedan, and is 28. He has been at the Legation for five years, and met his wife three years ago. He graduated at Oxford, and before joining the diplomatic corps he was the Director of Public Instruction in the Ministry of Education in Afghanistan.

The Amir of Afghanistan gave his consent to the wedding, and it is the first time that a high Afghan official has chosen an English bride.

Mr. Yunees Khan, a Legation interpreter, was best man, and the bride was given away by her brother.

There was a reception in a Knightsbridge hotel after the Register Office ceremony, which attended by friends of the bride, and later in the day bride and bridegroom left for Paris.

Mr. Ghaus, the *Daily News* learns, has been appointed to a post in the Afghan Legation at Rome where he and his bride will take up residence after the honeymoon. It was owing to the claims of this appointment that the wedding—which was originally arranged to take place in May, had to be put forward to an earlier date.

BLUE FUNNEL LINE

SUMMER CRUISES 1927

To Shanghai, Tsingtau, Wei-Hai-Wei, Taku (for Tientsin & Peking), Dairen and return to Hong Kong.

	"PATROCLUS"	"ANTENOR"	"HECTOR"
	11,316 tons.	11,174 tons.	11,198 tons.
Leave Hong Kong	June 24th	July 22nd	Aug. 26th
Arrive Shanghai	" 27th	" 25th	" 29th
Leave Shanghai	" 29th	" 27th	" 31st
Arrive Tsingtao	July 1st	" 29th	Sept. 2nd
Leave Tsingtao	" 1st	" 29th	" 2nd
Arrive Weihaiwei	" 2nd	" 30th	" 3rd
Leave Weihaiwei	" 2nd	" 30th	" 3rd
Arrive Taku Bar (for Tientsin & Peking)	" 3rd	" 31st	" 4th
Leave Taku Bar	" 6th	Aug. 4th	" 8th
Arrive Chingwangtao	" 7th	—	—
Leave Chingwangtao	" 7th	—	—
Arrive Dairen	" 8th	" 5th	" 9th
Leave Dairen	" 12th	" 9th	" 18th
Arrive Taku Bar	—	—	" 19th
Leave Taku Bar	—	—	" 20th
Arrive Weihaiwei	July 13th	Aug. 10th	" 21st
Leave Weihaiwei	" 13th	" 10th	" 21st
Arrive Tsingtao	" 14th	" 11th	" 22nd
Leave Tsingtao	" 15th	" 12th	" 23rd
Arrive Shanghai	" 17th	" 14th	" 25th
Leave Shanghai	" 23rd	" 20th	Oct. 1st
Arrive Hong Kong	" 26th	" 23rd	" 4th

For Further Particulars, Apply to:—

BUTTERFIELD & SWIRE,
AGENTS.
Telephone Central 36.

H.R.H. AS CHURCH DIGNITARY.

DEPUTY PREBENDARY OF ST. DAVID'S.

AN OLD LEGEND.

The Prince of Wales is to be invited to become deputy prebendary of St. David's Cathedral, in Pembrokeshire, the prebendary stall of which is occupied by the King.

Legend has it that Henry IV. made Bishop Houghton, the then Bishop of the diocese, his chancellor. In return the Bishop made the King his prebendary, and the office has been held by the Kings of England ever since.

It is also proposed to ask the Prince to visit the Cathedral to open the gate tower, which is to be renovated and hung with a peal of eight bells.

If the Prince accepts he will see the bones of St. David, which are preserved in a casket behind the high altar, and the famous leaning pillars of the nave which make the Cathedral unique.

Situated in a hollow of the Welsh hills close to the sea, St. David's is reputed to be the most isolated Cathedral in the world. True, the "city" of St. David's is near by, but it is a city in name only. Actually it is little more than a hamlet.

The fact that there are rarely more than 24 in the congregation does not daunt the Dean, the Right Rev. William Williams, a grand old man of 80, who, during the 28 years he has held office at St. David's, has renovated the fabric at the cost of many thousands of pounds.

EXCHANGE.

CLOSING QUOTATIONS.

June 17th, 1927.

ON LONDON.—	
Telegraphic Transfer	2/-
Bank Bills, on demand	2/0 1/16
Bank Bills, at 30 days' sight	—
Bank Bills, at 4 months' sight	2/0½
Credits, at 4 months' sight	2/1
Documentary Bills, 4 months' sight	2/1½
ON PARIS.—	
Bank Bills, on demand	1,240
Credits, 4 months' sight	1,315
ON NEW YORK.—	
Bank Bills, on demand	48¾
Credits, at 60 days' sight	50¼
ON BOMBAY.—	
Telegraphic Transfer	134½
Bank Bills, on demand	
ON CALCUTTA.—	
Telegraphic Transfer	134½
Bank Bills, on demand	
ON SHANGHAI.—	
Bank Bills, at sight	nom.
Private, 30 days' sight	
ON YOKOHAMA.—On demand	104½
ON MANILA.—On demand	98
ON SINGAPORE.—On demand	86½
ON BATAVIA.—On demand	121
ON HAIPHONG.—On demand	nom.
ON SAIGON.—On demand	—
ON BANGKOK.—On demand	93½
SOVEREIGN, Bank's Buying rate	$9.65
GOLD LEAF, 100 fine, per tael	—
BAR SILVER, per oz.	26 7/16

HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

June 17th, 1927.

H.K. Bank	$1,070/72½ sa.
Do., London	£117 nom.
Chartered Bank	£20 nom.
Mercantile Bank, A. & B.	£30½ nom.
Do., O.	£13½ nom.
P. & O. Bank	£9 buy.
East Asia Bank	$68 nom.
Canton Insurance	$620 sel.
China Underwriters	$0.80 nom.
North China Ins.	Tls. 143 buy.
Union Insurance	$28 nom.
Yangtsze Insurance	M. $40 nom.
China Fire Insurance	$210 buy.
Hong Kong Fire Ins.	$500 nom.
Douglases	$31½ buy.
Steamboats	$22½ nom.
Hong Kong Tugs	$1.10 nom.
Indo-Chinas (Pref.)	$30 nom.
Do. (Def.)	$60 sel.
Shell-Transports	95/- nom.
Star Ferries	$52½ sel.
Waterboats	$15.80 buy.
China Sugars	$18 sel.
Malabon Sugars	$31 nom.
Benguets	$1.70 buy.
Kailan Mining A.	40/- buy.
Langkats (combined)	Tls. 20½ nom.
Do. (single)	Tls. 9½ nom.
S'hai. Explorations	Tls. 4 nom.
Shanghai Loans	Tls. 7 nom.
Ramus	$4 nom.
Tronoh Mines	19/3 nom.
Ural Caspians	8/- nom.
H.K. & K. Wharfs	$10.7½ buy.
H.K. & W. Docks	$38 nom.
Hongkews	Tls. 142 buy.
New Engineerings	Tls. 5½ buy.
Shanghai Docks	Tls. 107 buy.
H.K. & S. Hotels	$6.90 sel.
H.K. Lands	$55 buy., 55½ sa.
Hong Kong Realtys	$6 sel.
H.K. Territorials	$1½ nom.
Humphreys Estates	$12½ sel.
Prince's Buildings	$89 nom.
Rural Lands	$1½ nom.
Ewo Cottons	Tls. 7.35 sel.
Orientals	Tls. 2.10 nom.
Shanghai Cottons (old)	Tls. 62 buy.
Do. (new)	Tls. 26 buy.
China Buses	Tls. 7 buy.
H.K. Tramways	$20.90 sel., 20½/.60 sa.
Peak Trams (old)	$15 nom.
Do. (new)	$8 nom.
Singapore Tractions	10/- nom.
Taxis	$1 nom.
Amusements	$20½ buy.
Canton Ices	$5 nom.
Cements (combined)	$7.35 buy.
Do. (old)	$6.60 buy.
Do. (new)	$1 sel.
China Lights (comb.)	$14.20 sel.
Do. (old)	$10½ nom.
Do. (new)	$7½ nom.
China Providents	$4½ buy.
Constructions	$2.30 nom.
Dairy Farms	$15 sel.
Der A. Wings	$6 nom.
H.K. Electrics	$52½ buy.
Macao Electrics	$35 buy.
H.K. Ropes (old)	$10 nom.
Do. (new)	$5 nom.
Lane Crawfords	$7 sel.
Mackintoshs	$19½ nom.
Sinceres	$8½ nom.
United Asbestos	$20 nom.
Watsons (old)	$11 buy.
Wm. Powells	$6 nom.
Telephones	$3.70 nom.

buy.—buyers; sel.—sellers; sa.—sales nom.—nominal.

THE NEW FRENCH REMEDY.

THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

No. 1 for Bladder Catarrh. No. 2 for Blood & Skin Diseases. No. 3 for Chronic Weaknesses. SOLD BY LEADING CHEMISTS, PARIS & ENGLAND, &c. DR. T. CLERC MED. CO., Haverstock Rd., N.W.5, London or MAIL FROM 90, REMSEN ST., NEW YORK CITY, 1, WEST STREET, SAN FRANCISCO

ANCHOR BRAND
PURE MANILA ROPE.
"THE CORDAGE YOU CAN TRUST."

MARINE ROPE
TRANSMISSION OF POWER ROPE
CABLE LAID HAWSERS
WELL DRILLING CABLES

ESTABLISHED 1854
YNCHAUSTI ROPE FACTORY
MANILA

ROPES OF ALL SIZES FOR ALL PURPOSES
MADE FROM PURE MANILA HEMP
MANUFACTURED BY THE MOST MODERN MACHINERY.

STOCKS ON HAND OF ALL SIZES ENQUIRIES SOLICITED.

FACTORIES:—MANILA P.I.
HONG KONG OFFICE:—KING'S BUILDING.
TELEPHONE: CENTRAL 3165. [A P.B.]

Do Not Miss the Opportunity to See
ISAKO'S EUROPEAN CIRCUS
LOCATION
NEW RECLAMATION GROUND
PRAYA EAST, WANCHAI.

TO-NIGHT! TO-NIGHT!
at 9.15 p.m.
COMPLETE CHANGE
OF PROGRAMME
New Horses, New Clowns, New Dances,
New Equilibrists, New Acrobats.
COME AND SEE
GREAT FLYING ACT

SPECIAL MATINEE:
EVERY
Wednesday, Saturday and Sunday,
at 4 p.m.

CHILDREN HALF PRICE TO ALL SEATS
BOOKING AT ANDERSON'S.

THE NAVY'S CHOICE
Coates' ORIGINAL
PLYMOUTH GIN
OBTAINABLE EVERYWHERE.

VISITORS TO CANTON
Should Purchase
A BOOK FOR THE GLOBE-TROTTERS FROM HONG KONG TO CANTON BY THE PEARL RIVER
BY
CAPTAIN C. V. LLOYD.
With Illustrations, Maps and Flags.
PRICE $1.75
On Sale at:
"HONGKONG DAILY PRESS" Office.

LONDON SELLING AGENTS
TEA, INDIGO, FIBRES, BRISTLEES, OILSEED, HIDES & SKINS, RUBBER, DRUGS, COTTON, WOOL, ORES, MICA, GUMS, AND GENERAL PRODUCE
Sold on commission in British and Continental Markets.
Samples valued. Best ports for consignments indicate.
KEYMER, SON & CO.,
(Import Dept.,) Whitefriars, London.
Teleg.: "Keymer, London." Est 1884.

THE SHADOW OVER EUROPE.

DID THE WAR SOUND THE KNELL OF THE WHITE MAN'S WORLD?

[By THE VERY REV. W. R. INGE, DEAN OF ST. PAUL'S.]

Several years ago I wrote an essay on "The White Man and His Rivals," in which I pointed out the menace to the domination of the European races from the awakening ambitions of Asia. Till about the beginning of the present century it was taken for granted by almost everybody that the permanent supremacy of the Whites was assured. The only question was whether any portions of the habitable globe would be left unannexed and unexploited by Europe and America.

We had forgotten however since the dawn of history the tide has ebbed and flowed from East to West and from West to East: how very recent has been the apparently decisive preponderance of the West: how entirely that preponderance has been due to superiority in weapons and industrial inventions which we could not keep permanently to ourselves; and how formidable the Brown and Yellow races are by their intelligence, their vast numbers, and their untiring industry.

The war between Russia and Japan opened the eyes of the European peoples to a possible change in the balance of power, and sent a thrill of new hope through Asia from end to end.

Spirit Of Revolt.

Much has happened since then to confirm my forecast, and now we have an important and very disquieting book by Mr. Upton Close, an American ("The Revolt of Asia": Putnam). Mr. Close has just finished a journey of twenty thousand miles, traversing the whole of Asia from Japan to Turkey and Palestine. So recent is his visit to China that he has seen the ruined buildings of the expropriated British concession at Hankow; he has also seen the new port of Whampoa which the Chinese are constructing to take away the trade of Hongkong, and the site of a possible canal which would leave Singapore stranded.

He has formed the conviction that the suicidal war of 1914-1918 ushered in "the end of the white man's world." The Powers may recover from their exhaustion, but Russia has been ostracised from Europe and thrown back upon Asia, which she is now beginning to penetrate. Russia as an Asiatic nation completely alters the balance of power between the two continents.

Mr. Close is not anti-English, though he is a Jeremiah as regards the British Empire. Everywhere in Asia he found the same spirit of revolt—in the Philippines, in India, in Java, in Syria, in Turkey, and in Egypt. The grievances are chiefly social—wounded pride at being treated as inferior races and deprived of political independence. But Gandhi, in an interesting, conversation, told the author that he had no dislike of individual Englishmen and no hatred even of the British Raj. What he dreaded for his countrymen was the infiltration of Western ideas.

Russia Intrigue.

"We want to take up our ancient handicrafts again, spin and weave and make beautiful things with our hands, and we shall stop the stench and smoke of modern industrialism before it robs us of our souls, as it has done in America. Let the British tear up their railroads and dismantle their factories, send their armies home, and stop their system of Western education, and they will be welcome to stay and govern in India, for they are just judges and efficient administrators."

In every country that he visited he found abundant evidences of successful Russian intrigue. He speaks of the uncanny psychological instinct of the Russians, which enables them always to strike at the weak point of their opponent's armour. The Asiatic can understand the Russian, who is half Tartar himself, better than the Western European. Russia has now actively thrown in her lot with the Asian peoples, and is not only undermining the influence of Europeans all over Asia, but is building up effective rallies for her future world-policy.

Russian plots are in the first instance directed mainly against this country, mainly because England is crippled by an anti-patriotic Opposition. The friends of the Labour Party are their country's enemies for the time being, and Mr. Close has heard of correspondence with anti-British leaders in Russia, India, and China.

He charitably speaks of "honest idealism" in this connection, but he thinks, probably rightly, that such idealism will speedily wreck the Empire. America is a far greater fortress of capitalism than Great Britain, but the Bolshevists dare not touch the United States, where anti-patriotism is roughly dealt with.

Mr. Close shows how Russia has stood behind Turkey, has thwarted us in Persia and Afghanistan, and is busily sowing tares in every other Asiatic country. He is convinced that the uprising of Asia is irresistible, and that it must end in the complete destruction of imperialism and exploitation, whether exercised by Britain, America, France, or Holland. Nothing short of complete independence and equality of status will content the Asiatics in their present mood. Good administration earns no gratitude; the Americans have governed the Philippines efficiently, but the natives held a grand field day in favour of independence, and chose the birthday of George Washington for the demonstration.

"Crumbling."

Not the least interesting thing in the book is the passage describing the failure of Japanese colonisation. The Japanese are dreaded in California and Australia, because they outwork and undersell the European colonists. But in China and Korea they are themselves outworked and undersold, so that, in spite of the congestion of population in Japan, a comparatively small number have been able to make homes for themselves on the mainland.

This raises the question to which I gave most attention in my essay on "The White Man and His Rivals." Putting political conflicts and rivalries aside, will the expensive races be able to hold their own against the laborious and thrifty Chinese when the white man can no longer entrench himself behind a wall of bayonets and warships?

The book is, as I have said, extremely disquieting. The evidence that our Asiatic Empire is crumbling is massed together so as to be almost overwhelming, and the author is evidently a highly intelligent man who has been determined to see everything for himself. Nevertheless, it is possible that things will not work out quite as he expects.

Communist Imperialism.

There is no doubt that Russia will be an even greater menace to civilisation in the twentieth than in the nineteenth century. But it is very unlikely that the Russians will be loved and trusted by other Asiatics. After all, no other nation dreams of threatening the independence of China; but the danger from Russia is considerable. Russia has not ceased to be "imperialist" and aggressive under Communism; and Russia will not long remain Communistic.

The notion of a Pan-Asiatic alliance is fantastic. And as the power and aggressiveness of Russia increase, the Indians may not be so anxious to see the last of the khaki regiments. There are likely to be new groupings, such as cannot yet be predicted. There is really not the slightest reason why the Chinese should be hostile to us, who only want to trade with them for their and our mutual advantage. The Chinese are not a people to welcome the total destruction of business and credit which Bolshevism brings with it.

We have educated the Indians on the literature of revolt, and we cannot grumble if they have learned their lesson. We can no longer flatter ourselves that we can turn them into good democrats and good Protestants. They will not be progressively Westernised; these ideas belong to the nineteenth century, not to the twentieth. But even in Asia there must be many who agree with Santayana about John Bull, with all his faults. "Never since the days of Greece has the world had such a sweet, just, boyish master. It will be a black day for the human race when blackguards, conspirators, churls, and fanatics manage to supplant him."—*Evening Standard.*

There is
FIRST CLASS ENTERTAINMENT, THIS WEEK END at the CINEMAS.

TO-DAY | TO-MORROW

QUEEN'S
GLORIA SWANSON in STAGE STRUCK
SEVEN SINNERS
A Weird Comedy with an Entire Cast of Crooks

WORLD
TOM MEIGHAN in OLD HOME WEEK
CLOTHES MAKE THE PIRATE

STAR
PAT O'MALLEY in PERCH OF THE DEVIL
CHARLIE'S AUNT

ENGLAND'S INSURANCE BOOM.

BIGGER PROFITS THAN EVER BEFORE.

MOTORISTS AS A CLASS UNFAIRLY TREATED.

Unknown to the public an insurance boom is in full swing in Britain. There is nothing sensational about it, but the leading companies are just now reporting bigger profits than ever before.

Six have increased their dividends in respect of 1926, and another has announced that it will increase its interim dividend, payable in November next. Evidently they expect the boom to continue.

Insurance seems to have been the only kind of business that was not affected last year by the strike. However bad trade may be, insurance goes on just the same.

Never A Loser.

It is a curious thing, as one of the insurance chairmen remarked recently, that although insurance companies are engaged in a hazardous business—the daily occupation of taking risks—although they may be caught at any time by an earthquake, as in Japan in 1924, or by a tornado, as happened last year in America, or by a flood, as is now staged by the Mississippi, yet they always come out on the right side.

The law of averages asserts itself. The taking of risks is quietly decided in the actuary's office, after a careful scientific balancing of probabilities.

Excessive profits is not a feature of this boom. Taking the companies which have made their reports for 1926, the ratio of profit, after deducting taxation, is appreciably less than 5 per cent.—which is about the average of the last ten or 20 years.

Of course, some companies do much better than 5 per cent. One company has just reported that in the last 15 years its net profit on the whole of its underwriting accounts—fire, accident and marine—has been never less than 8.3 per cent., and never higher than 9.2 per cent.

The One Black Spot.

But while the net results are consistently good, insurance companies are not making profits on the whole of their accounts. They have been losing on their general accident business in America and on their marine business. The last is understandable.

In the post-war boom there was a big rush of new firms and individuals into the marine underwriting business. Competition forced rates of premium down to an unprofitable level. Cover was given for miscellaneous risks that were hardly proper to marine insurance business.

On the top of this cut-throat competition came the slump in shipping and shipbuilding. Old ships which should have been scrapped were kept in commission.

Hence there has been an unduly high proportion of claims in respect of repairs and total losses. There are signs, however, that the corner has been turned.

America's Handicap.

But why is American business unprofitable? It is a curious paradox that every business seems to prosper in America except insurance. Perhaps the American is habitually careless in the matter of accidents, but the main cause is political.

The insurance companies suffer from the interferences of State Governments. As soon as an insurance company reports big profits the State Government comes down with the injunction that rates must be reduced.

The story is noised about that greedy British companies are bleeding the poor American millionaire.

There is one exception to the rule of the American bad risk. The Americans beat the British in the matter of life assurance.

Life Insurance.

It is estimated that life assurance in this country is only about £45 per head of population, as against £109 per head in the United States and £84 per head in Canada. Is it possible that we British treat our dependents worse than we treat our animals? No; the Britisher sinks more of his money in fixed capital, like a house and garden.

The American is more of a bird of passage, but with a much larger income than the Britisher. He is consequently more able to set aside a portion of his monthly earnings for life assurance premiums.

Insurance companies also complain that motor-car insurance is not profitable. That is hard to believe.

When a man is knocked down by a motor-car in the street and killed it is often said, by way of comfort, that motor accidents have not increased at the same pace as the increase in the number of motor vehicles. Why, then, do not insurance companies make more money out of motor insurance?

The usual motor-car policy is an inadequate cover for the motorist. The "comprehensive" policy is a misnomer. Many risks are not covered, as the motorist has found out to his cost. The risks of the road to-day demand a simple, clean, all-embracing cover for the motorist.

Rain Did It.

It is certainly difficult to get the better of an insurance company. Only on one occasion has the writer been successful. It was the case of a "pluvius" policy. This is an insurance taken out against bad weather. A weekly premium is paid, and if the rainfall exceeds so much in inches the insurance company is liable to pay so much "compensation." In this case the present writer scored. He went to Oban for two weeks. (The insurance company, of course, had doubled the premium when they heard of the destination.)

But if you score in the matter of your motor policy your rates are immediately put up or you are asked to bear the first £5 or so of any accident claim. Is this fair? If insurance is such a prosperous business it is time that the motorists were given a proper insurance.

A FAMOUS HOSTESS PASSES.

DEATH OF LADY CHARLES HENRY.

Friends In All Parties.

Lady (Charles) Henry, the widow of Sir Charles Henry, M.P., the copper magnate, died at her house, 5, Carlton-gardens. She had been in bed for over four months, never having recovered from a severe operation last December.

Her sisters, Mrs. Martin Vogel, and Miss Lewisohn, who came over from New York in January to help in nursing her, and her brother-in-law, Mr. Martin Vogel, a former Assistant-Secretary of the Treasury in Washington, were with her at the end.

Lady Henry was a well-known figure in politics and society, and most of the public men of the past five and twenty years have at one time or another sat at her table. Her husband was a close friend of Mr. Lloyd George, and Lady Henry was a leading political hostess of the Liberal party up to the war.

But she had many friends and innumerable acquaintances in all parties, the famous annual Parliamentary cricket matches which used to be held at her country place near Henley being a bond of union that went beyond party.

Work For Children.

Even after her husband's death and after losing her only son in the war, Lady Henry had the courage to resume something of her old position as a political hostess, and during the last four or five years one could always find interesting and prominent people at Carlton-gardens. Mr. Ramsay MacDonald was particularly fond of dining there.

An American with a strong personality, a warm heart, and a great capacity for organisation, Lady Henry had many charitable interests outside of politics and society. She was especially interested in child welfare, and ran a shop in Bond-street on its behalf.

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

	Rugby, June 16th.
Paris	124
Brussels	34.96
Amsterdam	12.12½
Berlin	20.49
Copenhagen	18.16½
Vienna	34.54
Helsingfors	192.80
Lisbon	2.15/32
Bucharest	825
Buenos Aires	47.11/16
New York	4.85.23/32
Geneva	25.25
Milan	87.55
Stockholm	18.13
Oslo	18.79
Prague	163½
Madrid	28.15
Athens	360
Rio	5.27/32
Bombay	Holiday
Yokohama	1/10.29/32
Shanghai	2/6½
Hong Kong	2/0
Silver spot & forward	26.7/16

Summer Underwear

Morley's India Gauze Vests with button Fronts and Half sleeves or athletic necks and Quarter sleeves. Cool, absorbent and wash well.
From $2.25 each.

Super-quality mercerised Bombax Cotton. Extra light weight in both styles, as above.
From $4.75 each.

Aertex Cellular Vests, pull-over style or open-all-down. Light weight cloths. From $3.75.

WE ALLOW 10% DISCOUNT FOR CASH

Mackintosh & Co. Ltd.
MEN'S WEAR SPECIALISTS
ALEXANDRA BUILDING. DES VOEUX ROAD.

NOW

is the time for a cure by

HEMOSTYL DU DOCTEUR ROUSSEL.

For Anaemia, Weakness, Tuberculosis.

Ask your Doctor about it.

Sold by all leading chemists.

SOLE AGENTS:—CIE. OPTORG.

GENERAL ACCIDENT, FIRE & LIFE ASSURANCE CORPORATION, LTD.
By Appointment By Appointmen

For Full Particulars of Accident Insurance, Apply to the Agents—

JAMES H. BACKHOUSE LTD.
1A, CHATER ROAD (3RD FLOOR). [A.P.B.]

DISCRIMINATING PHOTOGRAPHERS PREFER

Ica CAMERAS & PHOTO SUPPLIES.

Sole Agents:—THE WING ON CO. LTD.

Lubricoats
SOCONY MOTOR OIL

CAPTAIN LINDBERGH'S OWN STORY.

THE GREAT NEW YORK TO PARIS FLIGHT.

"THE TRIP WAS MUCH BETTER THAN I EXPECTED."

NOT LUCK—BUT THE BEST 'PLANE.

Captain Lindbergh, the hero of the New York to Paris flight, describes below, in his own words, his thrilling and historic adventure.

He makes it clear, with characteristic modesty, that he was at one period, while over the Atlantic, faced with such conditions that he was momentarily tempted to turn back, but with magnificent courage he fought the snowstorm and won through.

Captain Lindbergh's story disposes once and for all of the idea that he is "a lucky fool." It is apparent that he had studied his task carefully, that he had equipped himself thoroughly, that he faced the tremendous ordeal with skill, resource, and a stout heart, and that he won because he deserved to achieve victory.

The chairman of the St. Louis committee backing Captain Lindbergh states that before Lindbergh started on his flight he said that if he were successful he would probably try to fly from America across the Pacific to Australia in two "hops."

PARIS, May 22nd.

Well, here I am, in the hands of Ambassador Herrick, and from what I have seen of it I am sure I am going to like Paris.

It is not part of my plans to fly my 'plane back to the States, although that does not mean I have finished my flying career. If I thought that was going to be the result of my flight across the Atlantic, you may be sure I would never have undertaken it.

Indeed, I hope I shall be able to do some flying over here in Europe—that is, if the souvenir hunters left enough of my plane last night. And, incidentally, that reception I got was the most dangerous part of the whole flight. If wind and storm had handled me as vigorously as that reception committee of 50,000 I would never have reached Paris, and would not be eating breakfast at three o'clock in the afternoon here in Uncle Sam's Embassy.

Luck Not Enough.

There is one thing I wish to get straight about this flight. They call me lucky, but luck is not enough. As a matter of fact, I had what I regarded, and still regard, as the best existing plane to make the flight from New York to Paris. I had what I regard as the best engine, and I was equipped with what were in the circumstances the best possible instruments for making the flight. I hope I made good use of what I had.

That I landed with considerable petrol left means that I had recalled that so many flights had failed because of a lack of fuel, and that was one mistake I tried to avoid. All in all I could not complain of the weather. It was not what was predicted. It was worse in some places and better in others.

In fact, it was so bad once that for a moment there came over me the temptation to turn back. But then I figured it was probably just as bad behind me as in front of me, so I kept on towards Paris.

Sudden Start.

As you know we—that is, my ship and I—took off rather suddenly. We had a report somewhere around four o'clock in the afternoon before that the weather would be fine. So we thought we would try it. We had been told that we might expect good weather mostly the whole of the way, but we struck fog and rain over the coast not far from the start.

Actually, it was comparatively easy to get to Newfoundland. Really bad weather began just about dark after leaving Newfoundland and continued until about four hours after daybreak. We had not expected that at all, and it sort of took us by surprise, morally and physically.

That was when I began to think about turning back. Then the sleet began, and, as all aviators know, in a sleet storm one may be forced down in a few minutes. It got worse and worse. There, above me and below me and on all sides, was that driving storm. I made detours to try and get out of it, but in vain.

I flew as low as ten feet above the water, and then mounted up to ten thousand feet. Along towards morning the storm eased off, and I came down to comparatively low level.

I had seen one ship just before leaving sight of Newfoundland, and I saw the glow of others through the mist of the storm. During the day I saw no ships until near Ireland. I had, as I said, no trouble before I hit this storm.

The Take-Off.

We had taken off at 7.55 in the morning. The field was slightly damp and soft, so that the take-off was longer than it would have been otherwise. I had no trouble getting over the houses and trees. I kept out of the way of every obstacle, and was careful not to take any chances.

As soon as I had cleared, the motor was throttled down to three-fourths, and kept to this during the whole flight except when I tried to climb over that storm.

Soon after starting I was out of sight of land for 300 miles from Cape Cod over the sea to Nova Scotia. The motor was acting perfectly and was carrying well the load of 451 gallons of petrol and twenty gallons of oil, which gave my ship the greatest cruising radius of any airplane of its type.

I passed over St. John's purposely, going out of my way a few miles to check up. I went right through the narrow pass, going down low so that it could be definitely established where I was at that hour. That was the last place I saw before making through the open sea.

I had made preparations in the event of a forced landing, but after I started I never thought much about the possibility of such a landing. I was ready for it, but saw no use in thinking about it, inasmuch as one place would have been about as good or as bad as another.

Despite the talk about my periscope, I had no trouble with regard to visibility. The view I had on both sides was quite good enough for navigating the ocean, and the purpose of the periscope was never other than to be able to see an obstacle directly in front of me. The periscope was useful in starting from New York and in landing in Paris. Other than that, I used it very little.

I kept a map in front of me, and instruments showed me practically where I was the whole time.

Icebergs.

Shortly after leaving Newfoundland I began to see icebergs. There was a low fog, and through it I observed a number of icebergs. And then it began to get very cold. But I was rather well prepared for cold. I had on just ordinary flying clothing, but I was down in the cockpit, which protected me, and I never suffered from the weather.

Within an hour after leaving the coast it became dark. Then I struck clouds, and decided to get over them. For a while I succeeded at a height of ten thousand feet. I flew at this height until nearly morning, the engine working beautifully, and I was not sleepy at all. I felt just like driving a motor over a smooth road, only it was easier.

Then it began to get light and the clouds got higher. I went under some and over some. There was sleet in all those clouds, and sleet began to cling to the 'plane. That worried me a great deal, and I though about whether I should keep on or go back. And I decided I must not think any more about going back.

I realised that it was henceforth only a question of getting there. It was too far to turn back. The engine was working perfectly, and that cheered me.

100 Miles An Hour.

I was going along, a hundred miles an hour, and I knew that if the motor kept on turning I would get there. I was thinking henceforth only about navigating, and then I thought that I was not so badly off. It was true that the flight was thirty-four hours long, and that at almost any moment in it a forced landing would have been what you might call rather exciting.

And then I thought that the flying boys I knew back home spend some hours almost every week in bad flying, when a forced landing would have been just as bad for them as a forced landing would have been for me. Those boys do not get credit for it. That is all.

And, without doubt, in a few years many people will be taking just as many chances as I took. The only real danger I had was at night. In the daytime I knew where I was going, but in the evening and at night it was largely a matter of guessing. However, my instruments were so good that I never could get more than 200 miles off my course, and that was easy to correct. And I had enough extra petrol to take care of the number of such deviations. All in all, the trip over the Atlantic, especially the latter half, was much better than I expected.

The laymen have made a great deal of the fact, that I sailed without a navigator and without the ordinary stock navigation instruments, but my real director was my earth-induction compass. I also had a magnetic compass, but it was the induction compass which guided me so faithfully that I hit the Irish coast only three miles from the theoretic point I might have hit if I had a navigator.

I replaced the navigator's weight by the induction compass. This compass behaved so admirably that I am ashamed to hear any one talk about my luck. May be I am lucky, but all the same I knew at every moment where I was going. The induction compass is based on the principle of the relations between the earth magnetic field and the magnetic field generated at the compass.

When the course had been set so that the needle registered zero on the compass, any deviation would cause the needle to swing away from zero in the direction of the error. By flying the 'plane with the needle at an equal distance on the other side of zero for about the same time the error had been committed the ship was back on her track again. This inductor compass was so accurate that I really needed no other guide.

Fairly early in the afternoon I saw a fleet of fishing boats. On some of them I could see no one, but on one of them I saw some men, and I flew down, almost touching the craft, and yelled at them, asking if I was on the right road to Ireland. They just stared. Maybe they did not hear me. Maybe I did not hear them. Or maybe they thought I was just a crazy fool.

An hour later I saw land. I have forgotten just what time it was. It must have been shortly before four o'clock. It was rocky land, and all my studies told me that it was Ireland. And it was Ireland. I slowed down and flew low, low enough to study the land and be sure of where I was; and, believe me, it was a beautiful sight. It was the most wonderful looking piece of natural scenery I have ever beheld.

After I made up my mind it was Ireland, the right place for me to strike, rather than Spain or some other country, the rest was child's play.

I had the course all marked out carefully from approximately the place where I hit the coast, and, do you know, it is quite easy to climb over strange territory if you have good maps and your course prepared.

I flew quite low enough over Ireland to be seen, although apparently no attention was paid to me.

Close To Land.

I also flew low over England, mounted a little over the Channel, and then came down close to land when I passed a little west of Cherbourg.

From Cherbourg I headed for the Seine and followed it up stream. I noticed it gets dark much later over here than in New York, and I was thankful for that.

What especially pleased me was the ease with which I followed my course after hitting the coast of Ireland, and when I was about half an hour away from Paris I began to see the rockets and Verey lights sent up from the air fields, and I knew I was all right.

I saw an immense vertical electrical sign which I made out to be the Eiffel Tower. I circled once and immediately saw Le Bourget, although I did not know at first what it was. I saw the lot of lights, but in the dark I could not make out any hangars.

I sent Morse signs as I flew over the fields the first time, but nobody appears to have heard them.

The Only Mistake.

The only mistake I made in all my calculations was that I thought Le Bourget was north-east rather than east of Paris. Fearing for a moment that the fields I had seen—remember, I could not see the crowds—were some other air fields than Le Bourget, I flew back over Paris to the north-east, looking for Le Bourget.

I was slightly confused by the fact that whereas in America when a ship is to land the beacons are put out when the floodlights are turned on, at Le Bourget both beacons and floodlights were going.

I was anxious to land where I was being awaited. When I did not find another air field I flew back towards the first light I had seen, and flying low I saw the lights of numberless automobiles. I decided that was the right place, and I landed.

I appreciated the reception which had been prepared for me and had intended taxi-ing up in front of the hangars. But no sooner had my 'plane touched the ground than a human sea swept towards it. I saw a danger of killing people with my propeller and I quickly cut it off.

Human Sea.

The reception was the most dangerous part of my trip. Never in my life have I seen anything like that human sea. It is not clear to me yet just what happened. Before I knew it I had been hoisted out of the cockpit and one moment I was on the shoulders of some men and the next moment on the ground.

It seemed to be more dangerous for my 'plane than for me. I saw one man tear away a switch. Another took something out of the cockpit. Then, when they started cutting pieces of cloth, I struggled to get back to the 'plane. But it was impossible. A brave man with good intentions tried to clear a way for me with a club. Swinging the club back he caught me on the back of the head.

It is not true that I was exhausted. I was tired, but not exhausted. Several French officers asked me to come away with them, and I went, leaving anxious glances at my ship. I have not yet seen it, but I am afraid it suffered. I would regret that very much, because I want to use it again.

(*Continued on next column*).

And I must remember that the crowd did welcome me. Good Lord! There must have been a million of them. Other men will fly the Atlantic as I did, but I think it is a safe guess that none of them will get a warmer reception than I got.

Finally, I got here through to the Ambassador's house, and I have certainly been all right since then. I don't know how long I shall stay in Paris. It looks like a good place.

I have been asked if I intend to fly back to New York. I don't think I shall do that. I certainly hope to get a little flying over here. Flying is my job, and because I did this stunt successfully it does not mean that I am through.

I look forward to the day when Transatlantic flying will be a regular thing. It is largely a question of money. If people can be found willing to spend enough to make the proper preparations, there is no reason why it cannot be made very practicable.

Important Points.

Of course, there are many things to be studied, one of the important points being whether a single motor or a multi-motor ship is the better. I understand there is soon to be a trans-Atlantic flight with a tri-motor 'plane.

I did not bring any extra clothes with me. I am wearing a borrowed suit now. It was a case of clothes or petrol, and I took the petrol. I have got a cheque on a Paris bank, and I am going to cash it to-morrow and buy some shirts and socks and things. I expect to have a good time in Paris. But I do want to do a little flying over here.—*Daily Express.*

FOR MANY YEARS THE NAME
"MOUTRIE"
ON A PIANO HAS BEEN A GUARANTEE OF
VALUE.
A FIRST PAYMENT OF
$50
WILL INSTAL ONE IN YOUR HOME.

S. MOUTRIE & CO., LTD., MANUFACTURERS.

A Whisky,
Like Caesar's Wife,
Must be above suspicion.

MARCHANT'S WHISKY
IS.

That is why it is supplied to the Ward-rooms & Messes of the Navy, Army and Air Force throughout the world.

Ask for Marchant's Whisky by name, and—

Buy a Bottle for the House.

Stocked by the leading Stores, or it can be obtained from the Sole Agents:

T. E. GRIFFITH, LTD.
6, Queen's Road Central. Tel. 3517.
[A.P.B.12]

Um—m—m!

ST. LAMOI PILSENER BEER

The Hot Weather Drink.

H. RUTTONJEE & SONS.
Tel. C. 190.
[A.P.B.]

THE MAYORALTY OF CANTON.

A DESIRABLE OFFICE.

DR. C. C. WU WISHES TO RETURN.

GENERAL FEELING AGAINST PARADES.

[FROM OUR CHINESE CORRESPONDENT.]

In the opinion of many Chinese the position of Minister for Foreign Affairs in the Nationalist Government wherever the headquarters may be, Nanking, Hankow or Peking, is not half so attractive as the position of Mayor of Canton. The Municipal Revenue of Canton is sometimes more than a million dollars a month whereas the Ministry for Foreign Affairs gets nothing if the military demands are pressing. A considerable amount of credence, therefore, is given to the report published by some vernacular papers that Dr. C. C. Wu, the former acting Chairman of the Canton Municipal Council, is desirous of returning to his old position. Those familiar with Chinese politics do not believe that General Chiang Kai Shek will permit Dr. Wu to return just now but it is thought likely that Mr. Foo Ping Sheung, a brother-in-law of Dr. Wu will be recommended for the post and asked to fill it until it is expedient for Dr. Wu to come back.

The demonstration against the "imperialists" fixed for June 23rd is not likely to be on the grand scale at first expected. The more sensible Cantonese do not believe that such demonstrations will have any effect on treaties or help the restoration of international goodwill. No one, of course, likes openly to denounce the parades because that would subject the objector to a considerable amount of insult from agitators and others. But the general feeling is certainly against anything which might lead either directly or indirectly to trouble with the British at the present juncture.

General Tang Yin Hua, Canton Chief of Police, in a recent statement, announces that he is not oppressing the workers but simply following orders when insisting that no labour leader or picket shall arrest or detain any person, that no armed parade shall take place, that no labour union shall blockade shops, factories, or places of business, and that no union leaders or pickets shall appropriate property of employers against whom the employees have a grievance. The The Canton Chief of Police also insists that Military Authorities in Canton shall not directly cause the arrest of any resident, and that the Police shall always be summoned when an arrest has to be made.

The flour merchants in Canton had to suspend business on June 16th and 17th because their employees were taking two days holiday to celebrate the formation of their union a year ago. Yesterday Canton had to wait practically the whole day for the mails because the postal employees occupied the morning in parading round the leading public offices demanding that the $15,000 monthly subsidy promised to the Union by the late "Red" Administration should be paid.

A number of the students of Dr. Sun Yat Sen University who left Canton following the *coup* of April 15th last are now petitioning the authorities of the institution for permission to return for the mid-year examination. They disclaim all association with the Soviet Mission.

CHINESE CHAMBER OF COMMERCE.

YESTERDAY'S MEETING.

GUARDED OPINIONS ON TRADE SLUMP.

A large number of leading Chinese merchants were present at the monthly meeting of the General Committee of the Chinese General Chamber of Commerce held yesterday afternoon at the Chamber Room on Connaught Road. Mr. Li Yau Tsun (Chairman) presided, supported by Mr. Lee Yick Moy (Vice-Chairman), and Mr. Ip Lan Chuen (General Secretary).

Helping Returned Emigrants.

The Chinese Consul-General at Singapore wrote that a large number of overseas Chinese finding no further work abroad will be repatriated by the aid of Chinese charitable institutions in the Straits. The Tung Wah Hospital and the Chamber of Commerce were asked to lend a hand to all on their through Hong Kong to their clans in the interior of China. Both the Tung Wah and the Chamber are to do all they can in this matter.

The Committee of the Fong Pin Hospital in Canton wrote denying that the Hospital is to be taken over by the Municipal Authorities of Canton. The Chamber strictly avoids politics, and the information was accepted without comment.

A large proportion of the business before the meeting consisted of commercial disputes in which the Chamber was asked to arbitrate. Some of the cases, it was suggested, should have been brought before the law courts, the Police or the Secretariat for Chinese Affairs; but it appears that the Chamber is accessible to all, even to hawkers.

The relatives of the victims of the s.s. *Leung Kwong* also sought the Chamber's help. In this matter, it was thought inadvisable for the Chamber to do anything, pending the present inquiry.

Chinese passengers on steamers do not like the practice of burying at sea those who die on board, and the Chamber has been asked to communicate with shipowners requesting the supply of coffins on board steamers carrying a large number of Chinese passengers so that dead bodies may be duly landed for shore burial.

A request had been forwarded asking the Chamber to request that danger signals be erected near Churches and other premises where there are children going to and fro. This came up in view of the accident near the Rhenish Mission, Bonham Road, where a 11-year-old girl was killed by a bus.

A donation of $1,000 was voted by the Chamber to the Hong Kong University for this year.

Reasons For The Trade Slump.

The latter part of the meeting was devoted to a discussion on business conditions in Hong Kong. However, those present preferred, on the whole, to keep their own counsel and what was expected to be lively debate did not produce much enlightenment.

Several correspondents expressed the usual view that high rents, the unwillingness of the banks to grant loans on real property and the conservatism of the large hongs, were responsible for the present dull trade.

Rice and sugar, it was said were now finding their way direct to Chinese ports, many vessels now going to Canton from Saigon and Bangkok.

Native banks appeared to have plenty of money but not much outlet for it.

Those in rattan business complained that business was not good, owing to the high tariff rates in the United States. The cost of labour and raw materials had been higher.

Mr. Ip Lan Chuan, General Secretary of the Chamber, said he believed that the trouble was entirely due to unsettled conditions in the surrounding Territory and China generally. The civil war had rendered trade impossible.

Mr. Ho Sai Yiu, a member of the Committee, said that some of the local trade and other regulations had not been helpful for trade. He mentioned the high police tax and over strict interpretation of sanitary regulations. In view of the high rents every limitation by the health authority on the use of space in shops would affect business costs. He thought that, as soon as Dr. R. H. Kotewall and Sir Shou-son Chow could be approached, the views of the Government on the matter of trade promotion should be ascertained. It would be useless, if the Chamber worked one way and the Government another.

The opinion was freely expresed that the chief cause of bad trade was the general lack of confidence. Everybody was hoarding.

No resolutions were submitted to the meeting.

KOWLOON RESIDENTS' ASSOCIATION.

SATISFIED WITH BUS SERVICES.

MORE BATHING FACILITIES WANTED.

The usual monthly meeting of the General Committee of the Kowloon Residents' Association took place in St. Andrew's Church Hall, Kowloon, on Monday evening, the President, Mr. W. J. Stokes, occupying the chair.

Among the subjects discussed was that of transportation to and from Kowloon Tong. The Kowloon Motor Bus Company had agreed to run a special service of buses from the estate from 8 a.m. to 9.30 a.m., returning at 5 p.m. to 6 p.m. during week-days (Saturdays 1 p.m. to 2 p.m.). The buses now entered the estate and this arrangement appeared to be giving satisfaction to residents in the locality.

It was agreed to suggest that route numbers be placed at the back as well as at the front of all vehicles. This would facilitate embarkation at the Kowloon Ferry.

After considerable discussion it was also decided to write to the Government and enquire if it had considered the Association's scheme of alteration to the Star Ferry approach in order to provide a solution of the problem of efficient traffic control at this point.

Kowloon Tong residents desired the support of the Association in their request that the Botanical and Forestry Department plant shade trees in the settlement.

A Sub-Committee, after close investigation, was of the opinion that the area set aside for the burial of Chinese and other Roman Catholics, was ample and would suffice for approximately 40 years. Under the circumstances, it was requested by the Roman Catholic community that the exhumation order be not rigidly enforced.

In connection with the subject of Band Concerts in Kowloon, the Chinese were of opinion that the funds of the Association could not be used for the purpose of paying for the services of a Military Band.

Bathing Facilities At Castle Peak?

The Bathing Sub-Committee reported that the beach at Taiwan Bay was being well patronised. The amenities of the beach were being improved and the bus service to and from the Bay was adequate. It was pointed out, however, that there was a demand for further accommodation elsewhere. Many people who could not afford private matsheds were desirous that similar provision should be made at Castle Peak. After some discussion, the Committee was instructed to approach the Government with a request to provide public bathing shed accommodation on the beach east of the Castle Peak pier similar to that shortly to be provided at Repulse Bay.

The Hon. Treasurer reported that the following had joined the Association since last meeting:—Dr. K. L. Kwan, Messrs. H. M. Siu, H. F. Un, Wong Chak Nam and T. M. Pereira.

N.A.A.F.I. THEFTS.

THREE CHINESE REMANDED.

Four Chinese boys employed by the N.A.A.F.I. were charged at the Kowloon Magistracy yesterday with stealing sums of money totalling $20 from the Institute. All the money was later recovered on the premises.

The second and fourth defendants were defended by Mr. C. A. S. Russ and the third by Mr. J. M. Remedios.

Sergeant Barnacle stated that the loss was reported to the police on May 26th. He searched the pockets of the boys' jackets but did not find any money in them. The first defendant had been seen to place a five-dollar note under a tray, and when a search was made a number of dollar notes were found upon the floor tightly rolled into balls.

One of the defendants was discharged, and the others were remanded until Tuesday.

"GOD OF THUNDER" ACQUITTED.

A QUARRELSOME OLD GENTLEMAN'S COMPLAINT.

A SON'S TRUTHFUL TESTIMONY.

When the name of Hsin Hing Wah was called by the interpreter at the Central Magistracy yesterday afternoon, a feeble old man, stone deaf and with body almost bent double, stepped from the back row of seats to face Major C. Willson. His *vis-á-vas* was a middle-aged Chinese who wore a Sun Yat Sen whisker.

Old Hsin was guided to the witness-box and the considerate Court interpreter left his place and stood beside the old gentleman to administer the oath. Hsin could not or would not hear, so questions asked by the Magistrate had to be written out for him to read. In spite of his 88 years, Hsin could read without the aid of glasses, and could talk loud enough to drown the noise made by a gang of wharf coolies.

Old man Hsin told the Court, with much ejaculation, that at 8.45 p.m. on June 8th, he was assaulted by "that feller standing in the dock." "That man," Hsin said, "is indeed a bad man and he is known to all as 'the God of Thunder on Earth.'" Hsin demonstrated to the Magistrate how and where he was hit. He bared his chest and showed to Major Willson where the "god of thunder" had made his mark and raised a swelling. But what one could see was that his chest was as flat as a pancake.

Asked as to why the defendant should assault him, Hsin glibly told the Court that the bad fellow was playing with his grandson and then "that big and hulky brute" chastised his "family pride and hope." The old man said he could not stand that and told him to be off. "But it must be remembered," he said, "that man is young and above all he is as fearful as the god of thunder, so he punched me in the chest, this way and that way."

"The Old Gentleman Is Dotty."

The "God of Thunder" was asked what he had to say and told the Magistrate that the old gentleman was dotty. He had never hit him or his grandson. He was playing with the little fellow and the old grandpa interfered and knifed him (the defendant) in the hand. "Your Worship would get an idea of the old gentleman's character if you would hear what his son has to say," added the defendant.

When the son of the complainant was called, he said that his father was in a state of senile decay and he was given to playing about with knives. "Why, I and my wife have been each stabbed by him once," said the truthful son. He added that although he did not actually see what had taken place, he felt sure that the defendant, who was a sub-tenant, had never assaulted his father. The old man, he said, was very quarrelsome and too fond of invoking the aid of the law over every trivial affair.

While the son was testifying to the character of the father, the old man, who was sitting nearby, shouted out *yam kon, yam kon* (injustice, injustice). He stood up and again pointed out his flat chest to the Magistrate and told the Court to remember that he had been hit by the god of thunder on earth.

Major Willson in discharging the defendant said to old Hsin: I do not believe your story. You are a quarrelsome old gentleman.

RIVER LEVELS.

KWANGTUNG CONSERVANCY BULLETIN.

West River at Shiuhing: June 15th, 16ft.; June 16th, 16ft. 3ins.; highest level on record 41 feet; lowest on record 0in.

North River at Tsingyuen: June 15th, 12ft. 4ins.; June 16th, 11ft. 4ins.; highest level on record 28ft. 7ins.; lowest 0in.

North River at Samshui: June 15th, 10ft. 7ins.; June 16th, 10ft. 2ins.; highest level on record 27ft. 3ins.; lowest 5ft.

East River at Sheklung: June 15th, 11ft. 2ins.; June 16th, 10ft. 7ins.; highest 15ft. 2ins.; lowest 3ft.

STOLEN PALM FANS.

FURTHER EVIDENCE IN UNLAWFUL POSSESSION CHARGE.

ACCUSED'S EXPLANATION.

A Chinese fruit merchant who was charged at the Central Magistracy on June 11th with unlawful possession of 1,573 bales and 15 cases of palm leaf fans worth over $11,000 again appeared at the Magistracy yesterday. At the commencement of the proceedings, Mr. C. G. Alabaster, K.C., suggested that the Magistrate (Mr. R. E. Lindsell) should visit the Wing On godown at West Point to inspect the bales and cases. Mr. Alabaster (instructed by Mr. H. Lo) appeared for the complainants, and Mr. J. A. Gordon Leask for accused.

The complainants were two firms of palm leaf manufacturers at Sanwui, who on April 19th consigned the bales of fans to Canton, there to be reshipped to Hong Kong and elsewhere. The fans were never taken to Canton.

The first witness was Ho Kwan Sin, manager of two firms of shipping agents in Canton—the Hau Kee and the Fook Tai. He stated that he received notice of the dispatch of the goods from Ye Wo Cheung to Hau Kee, and from Hong Hop Hing to Fook Tai. The goods listed in the advice notes did not arrive in Canton, and he accordingly communicated with Hong Hop Hing and Fook Tai on the matter. Soon afterwards two men named Lau Che and Chung Tai were arrested in Canton. The former was the master of the junk that received the consignment and the latter was his *fuki*.

Lau Che admitted having brought the goods to Hong Kong and there sold them.

It was stated that the prisoner had made the following statement at the police station: These goods I did not know were stolen property; they were brought to my shop for sale.

Mr. Leask, summarising the evidence, said that on April 27th a man named Hoi Yat Tso came to the accused and said that Lei Wan Kei had received a consignment of fans for sale in Hong Kong on commission. Accused inspected the fans in a junk at Yaumati and consented to the obliteration of the consignees names. Terms were discussed, and it was arranged that accused should receive 5 per cent. commission. Accused sold all the bales save 100 to various firms, keeping two cases in his shop as samples. On May 19th the firm of Yau Sang, which had bought some of the goods, asked for delivery. Accused went to the godown to have the fans delivered, and while he was there the second complainant came in.

The case was adjourned.

LUCKY AT CARDS.

BUT UNLUCKY IN COURT.

FOUR WEEKS' GAOL FOR NIGHT ESCAPADE.

A Chinese, who according to his own account, had the good luck to win at cards met with misfortune at the Central Magistracy yesterday when Mr. R. E. Lindsell sent him to gaol for four weeks to think out a better excuse for his uninvited presence in the courtyard of No. 5, Broadwood Road, the residence of Mr. Chao Po Sien early yesterday morning.

It appears that the defendant was spotted by the watchman on duty at three o'clock yesterday morning. He was moving about very stealthily and was making his way to some clothes hung on a line. The watchman dogged his footsteps, and when the intruder put out his hand towards the clothes, the watchman placed a hand on his shoulder. But the nocturnal visitor was not to be caught so easily. He wriggled out of the watchman's clutches and led him a chase around the tennis courts. Eventually, he was driven to a corner and the watchman carried him off like a naughty child.

A Too Ingenious Defence.

Taken before Mr. R. E. Lindsell, the defendant said that he did not go into the court-yard with any felonious intents. He was merely running away from some Hakkas whose money he had won in a game of cards. He was so closely pursued that he had no alternative but to run into private property.

Mr. Lindsell: Is that the best story you can think of? Can't you invent some other nonsense?

The defendant maintained that what he had told the Magistrate was the truth.

A sentence of four weeks' hard labour was passed.

NEW MILLINERY

HATS THAT WILL ADD SATISFACTION TO THE SMARTEST WOMEN HAVE JUST ARRIVED; TOGETHER WITH

UMBRELLAS

WITH UNIQUELY DESIGNED HANDLES

COTTON VOILE

DRESS LENGTHS ONLY

THESE ARE EXCLUSIVE AND NO TWO ALIKE IN COLOUR

$8.00 LENGTH

WM. POWELL, LTD.

When ordering your supplies from the Grocers, don't forget to include 'BEAR BRAND MILK'

THE MILK IN THE TIN WITH A NATURAL FLAVOUR

Sole Agents:

A. B. MOULDER & CO., LTD.

3rd Floor, China Building. Tel. 381 C.

[A.P.B.]

The

Viva-tonal

Columbia

The only Gramophone that is supported by scientific proof.

Hear it at

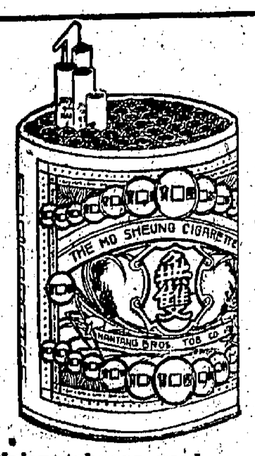
THE ANDERSON MUSIC CO., LTD.

ST. GEORGE'S BUILDING.

ASK FOR

MO SHEUNG

CIGARETTES.



They have rapidly come into favour with discriminating smokers owing to their delightful flavour and aroma.

Only well-matured Virginian tobacco used.

On sale at all tobacconists.

NANYANG BROS. TOBACCO CO.

215] [A.P.B.]

NEW ADVERTISEMENTS.

HONG KONG JOCKEY CLUB.

THE FIFTH EXTRA RACE MEETING will be held (Weather Permitting) at HAPPY VALLEY on SATURDAY, 25TH JUNE, 1927, Commencing at 3.15 P.M. The First Bell will be Rung at 2.45 P.M.

The Charge for Admission to the Public Enclosure will be $1.00 for all Persons including Ladies, Soldiers and Sailors in Uniform, Half Price.

Members are advised that they must show their Badges to obtain Admission to the Members' Enclosure.

Each Member has the right to introduce 2 Non-members to the Members' Enclosure, Tickets for whom can be obtained from Messrs. LINSTEAD & DAVIS at $5.00 Each up to FRIDAY, 24TH JUNE, 1927.

The Charge for Admission for Ladies to the Members' Enclosure will be $2.00. Each Member can obtain, upon application to the SECRETARY, Badges for Admission of 2 Ladies Free of Charge.

[5044

HONG KONG JOCKEY CLUB.

SUBSCRIPTION GRIFFINS, 1928.

SUBSCRIBERS to the above are Notified that the Estimated Cost has been Reduced by Fifty Dollars Per Pony. Any further Requirements should be forwarded to the SECRETARY immediately.

By Order,
C. B. BROWN,
5045] Secretary.

HONG KONG JOCKEY CLUB.

SUBSCRIPTION GRIFFINS.

THE Date for CLOSING the LIST of SUBSCRIBERS to the above has been POSTPONED to THURSDAY, 2ND JUNE, 1927, at 5 P.M.

By Order,
C. B. BROWN,
5038] Secretary.

KOWLOON-CANTON RAILWAY

(BRITISH SECTION).

NOTICE.

THE PUBLIC IS HEREBY NOTIFIED of A CHANGE IN THE TRAIN SERVICE Commencing 20TH INSTANT.

The following Expresses will also run between KOWLOON and CANTON:—

UP TRAINS—

KOWLOON—Dep. 8.00 A.M.,
Arriving CANTON 11.50 A.M.

KOWLOON—Dep. 3.00 P.M.,
Arriving CANTON 6.47 P.M.

DOWN TRAINS:—

CANTON—Dep. 8.05 A.M.,
Arriving KOWLOON 11.49 A.M.

CANTON—Dep. 3.20 P.M.
Arriving KOWLOON 7.04 P.M.

SINGLE FARES:—

1ST CLASS	$5.00
2ND CLASS	$2.00
3RD CLASS	$1.00

For further Particulars, please see Time Tables.

G. A. WALKER,
Manager.
Kowloon, 17th June, 1927. [5040

NOTICE.

TO ALL TO WHOM IT MAY CONCERN.—We, the Undersigned, HEREBY GIVE NOTICE on behalf of MR CHU KIN TUNG (朱建東) that the Power of Attorney given by MR. CHU KIN TUNG (朱建東) to MRS. WU PUI WAH (胡佩華) and dated the 4TH DAY OF SEPTEMBER, 1925, has been CANCELLED.

GEO. K. HALL BRUTTON & Co.,
Solicitors for MR. CHU KIN TUNG,
St. George's Building,
Chater Road, Hong Kong.
Hong Kong, 16th June, 1927. [5034

IN THE SUPREME COURT OF HONG KONG.

COMPANIES WINDING UP

No. 3 OF 1926

IN THE MATTER OF THE COMPANIES ORDINANCES 1911-1925

AND

THE RUSSO-ASIATIC BANK.

NOTICE OF DIVIDEND.

NOTICE IS HEREBY GIVEN that it is intended to declare A FIRST AND FINAL DIVIDEND in the above matter, and Creditors, WHO HAVE NOT ALREADY DONE SO, are Required on or before the 20TH DAY OF JULY, 1927, to send their Names and Addresses, and the particulars of their Debts or Claims and the Names and Addresses of their Solicitors, if any, to the Official Receiver, Supreme Court, the Liquidator in this matter, and are also required by their Solicitors or Personally to come in and prove their Debts or Claims at the Office of the Official Receiver, Supreme Court, between the Hours of 10 A.M. and 4 P.M. or in default thereof they will be excluded from the benefit of any Distribution made before such Debts are proved.

Dated this the 17th day of June, 1927.

JOHN FLEMING, C.A.,
Special Manager,
c/o LOWE, BINGHAM & MATTHEWS,
3, Queen's Road Central,
Chartered Bank Building.
[5035

INTIMATIONS.

PUBLIC AUCTION

BY ORDER OF THE MORTGAGEE.

VALUABLE LEASEHOLD PROPERTY.

SITUATE at VICTORIA, HONG KONG, registered at the Land Office as SECTION A OF INLAND LOT No. 17, Together with all Buildings thereon known as **Nos. 38 & 40, Queen's Road Central and No. 1A, Stanley Street** to be Sold by PUBLIC AUCTION on **Monday, the 20th day of June, 1927, at 3 O'CLOCK P.M., by Mr. E. V. M. R De Sousa**, the Auctioneer, in his AUCTION ROOM, No. 4, Duddell Street, Hong Kong.

For further Particulars and Conditions of Sale, Apply to:—Dr. S. W. Ts'o, olicitor for the Vendor, No. 26, Des Vœux Road Central or to Mr. E. V. M. R. De Sousa, the Auctioneer.

Hong Kong, the 19th day of May, 1927. [4938

FOR SALE OR TO BE LET UNFURNISHED.

No. 27, PEAK, LUGARD ROAD.

EIGHT Roomed HOUSE, with Central Heating, Five Bedrooms, Four Bathrooms, Three Drying Rooms, Modern Sanitation, Grass Tennis Court and Garden—Possession MAY 1ST.—Apply: LINSTEAD & DAVIS, ALEXANDRA BUILDINGS. [4776

TO LET Unfurnished. End OCTOBER. Five-roomed HOUSE on the PEAK. Recently renovated. Moderate Rent.—Apply Box 5031, c/o *Hongkong Daily Press*. [5031

TO BE LET Furnished from 1ST JULY, FOREBANK WEST, MAGAZINE GAP, The PEAK. Six Rooms, Four Bathrooms, Modern Sanitation, Private Garage Apply: F. M. CRAWFORD, c/o LANE, CRAWFORD, LTD. [255

SHOPS TO LET

88 AND 92, NATHAN ROAD, KOWLOON.

OFFICES TO LET

STEPHENS BUILDING, 67/69, DES VŒUX ROAD CENTRAL,

AND

PRINCE'S BUILDING, CHATER ROAD.

APPLY TO **A. J. DAVID,**
PRINCE'S BUILDING,
CHATER ROAD.
[25

ROOMS: Hong Kong and Kowloon: Single, double; flats furnished or unfurnished, Houses, Building Lots for disposal Satisfactory investments considered. Shares negotiated.

SMALL INVESTORS. TEL. C. 4630.

HOUSE Required, cash purchase, present values, situated lower Stubbs, Kennedy or Broadwood Roads. Also Upper Peak Building Lot facing South overlooking Aberdeen.

SMALL INVESTORS. TEL. C. 4630.

BARGAIN: Kowloon House mortgagee disposing. Repulse Bay Building Lot facing South, 100,000 Feet Now's the time to buy local property or shares.

SMALL INVESTORS, TEL. C. 4630.

POSSIBLE partnership considered from responsible Chinese or Foreign Gentlemen who, if accepted, will be instructed either for Hong Kong or Outport. HONG KONG SMALL INVESTORS, ICE HOUSE STREET.

CHINESE LADY TYPIST understanding Chinese Translatory work and preferably speaking Pekinese required; previous experience preferred. Also Compradore with property and share experience.

SMALL INVESTORS. TEL. C. 4630.

INTIMATIONS.

DEWAR'S

"WHITE LABEL"

FINEST

SCOTCH WHISKY

OF GREAT AGE.

Awarded 50 Gold and Prize Medals.

"VICTORIA VAT"

THE VERY FINEST OLD

SCOTCH WHISKY

As supplied to the Houses of Lords and Commons.

SOLE AGENTS:

A. S. WATSON & CO., LTD.

HONG KONG DISPENSARY.

[50

Hong Kong Office: 1A, Chater Rd.
London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, JUNE 18TH, 1927.

THE RECENT CONTROVERSY OVER WAR DEBTS.

IT seems likely that the repayment of war debts will remain for years to come a source of irritation and bickering. Papers recently to hand from England and America are full of the subject and we can now realise something of the storm of controversy which raged over the unfortunate letter sent by Mr. MELLON, Secretary of the United States Treasury, to the group of Princeton professors. The professors, as is known, desired to win their Government over to a change of policy. But as the mouthpiece of Washington, Mr. MELLON challenged the moderate views that were submitted by the savants and made the astonishing statement that the people of Great Britain were receiving more from Germany and their Allies than they were paying to the United States.

There was at first in Great Britain a disposition to ignore Mr. MELLON'S figures and his inferences. But it became apparent that the sting in the observations of the Secretary of the Treasury was producing a serious effect upon Britain's old friends and comrades-in-arms who had fought and held Germany for several years before America entered the war. Debt agreements have been concluded between Britain on the one side and France, Italy, Portugal, Belgium, Greece and Rumania on the other side. All these nations were told the same thing—namely, that the British people only wanted enough from them and from German reparations to cover the annual repayments that Britain is sending to America. But Mr. MELLON made out that Britain was taking a handsome profit every year out of these receipts and remittances, and that all the fine professions of leniency and consideration in the treatment of Continental debtors were a form of humbug—a clever dodge to hide the true position.

The only way this grave injustice could be remedied was by means of an official statement. The procedure was unusual, but so also was the circumstance which gave rise to such comment. The sole purpose of the Note was to set Great Britain right before the world—and especially the war-impoverished nations of Europe—and to dispose of a baseless accusation. If we may judge from Continental comments the vindication of the British position has been received there with appreciation and sympathy. At the same time the debtors of Britain on the Continent have once more received emphatic assurance that any lightening of Britain's own obligations to America would be immediately passed on in full. This should have some further advantage since former Allies may learn from it that it is the British way neither to forget nor lightly discard undertakings, while the ex-enemy countries may perceive that no profit is being made at their expense.

If public opinion at home has been moved by the mis-statements of the Secretary of the Treasury at Washington that is, to say the least, only what might be expected. For no one can reside in Britain in these days without realising the strain imposed by post-war conditions. The country has made astounding efforts to recover financial strength. Whatever has been achieved in this respect has been done by the unaided efforts of the British people themselves. The gold standard has been restored, the pound brought back to parity with the dollar, repayment of all war debts is being met with interest at the agreed dates, and on top of everything there is a Budget of over £800,000,000 per annum.

If these things are being accomplished it is only because every person in the country is taxed and worked to the uttermost. It therefore seemed a gratuitous stab to insinuate that Britain was well off, and indeed making a handsome profit out of the misfortunes of others. The reply of the United States to the British Note only tended to keep the feeling of resentment alive. It is dying down now and is giving place to a certain amount of amusement in the light of the personal explanation by Mr. MELLON that misconception and misunderstanding were due to a "typist's error." The incident is summed up as an attempt to make domestic American propaganda and the hope is expressed that such propaganda methods will be conducted by responsible statesmen with rather more discretion in future.

On Thursday one case each of small-pox, scarlet fever and enteric fever, all Chinese, were reported.

A Chinese on Thursday fell off the No. 13 down train at Taipo Railway Station, and was injured in the forehead. He was removed to hospital.

Mr. V. Rupchand, the well known manager of the Pioneer Silk store is leaving to-day by the s.s. *Suwa Maru* on a short visit to India. Mr. Rupchand expects to return in November.

In his anxiety to catch the ferry for Hong Kong, a Chinese stumbled over a stone and fell in Yaumati on Thursday and so seriously hurt his head that he had to be removed to the Kwong Wah Hospital.

While giving lessons to some recruits on Thursday afternoon, a foreman of the Fire Brigade stationed at Wanchai fell from a life line and broke a leg. He was removed to the Government Civil Hospital.

Lt.-Col. Matthews of the Welch Regiment, residing in the Peninsula Hotel reports that 12 "swingle trees" worth $60 were stolen from the transport lines at the junction of Nathan and Salisbury Road on Thursday afternoon.

On a charge of being in unlawful possession of three new brass finger bowls, which he was trying to sell when caught, a Chinese was fined $10, or 14 days' imprisonment, by Mr. R. E. Lindsell at the Central Magistracy yesterday morning.

In our report of the *Leung Kwong* disaster yesterday we quoted Capt. Thomas as saying in his evidence that the helm should be starboarded when the Green Island light appeared. Capt. Thomas actually said that the helm should be ported.

Following a disagreement, resulting in a fight, two *fokis* of a shop in Stanley Street had to be removed to hospital in the ambulance, on Wednesday night, suffering from superficial injuries, caused by throwing various articles of metalware and chinaware at each other.

A Chinese seaman of a Police Launch summonsed two other Chinese for assault before Major C. Willson at the Central Magistracy yesterday. After evidence had been heard, it transpired that the two defendants did not actually commit the assault and they were discharged.

The body of a one-year-old child, with both hands amputated and the left foot chopped, has been taken to the Kowloon mortuary. It is believed that the injuries have been inflicted in accordance with a Chinese superstitution. Information is not available as to where or how the body was found.

The body of a 17-year-old Chinese student named Wong Chuk Choi living on the second floor of No. 571, Canton Road, Kowloon, was on Thursday afternoon removed to the public mortuary. He was found dead outside No. 45, Connaught Road West. In the absence of any marks of violence, the police are inclined to the belief that death was due to natural causes.

A change in the Kowloon-Canton Railway service, with regard to through trains between Kowloon and Canton becomes effective from Monday. There will be up-trains from Kowloon, departing at 8 a.m. and 3 p.m., and arriving at Canton at 11.30 a.m. and 6.47 p.m., while trains will leave Canton for Kowloon at 8.05 a.m. and 3.20 p.m., arriving at Kowloon at 11.49 a.m. and 7.04 p.m. The single fares are: 1st class, $5; 2nd class, $2; 3rd class, $1.

Twenty taels of non-Government prepared opium were on Thursday found by the West Point police concealed in a Chinese woman's girdle. She was charged before Mr. R. E. Lindsell yesterday morning with the illegal possession of the drug. Her excuse was that she had been only two months in Hong Kong and did not know local regulations. A man offered her $1 to carry the opium for him. She was sentenced to eight months in jail in lieu of a fine of $2,000 which she was unable to pay.

Members and friends are reminded that the usual weekly launch and bathing picnic of St. Peter's Young Men's Club will be held to-day, the launch leaving Queen's Pier at 3.30 p.m. The St. Peter's bathing picnics are increasing in popularity, and as reported at the time, the first moonlight bathing picnic held under the auspices of this Club proved very successful, over 100 attending. In future it is proposed to charter one of the large double ended Yaumati ferries. The European Y.M.C.A. are also holding a bathing picnic to-day at Island Bay.

H.E. THE GOVERNOR'S VISIT TO MACAO.

A FORTY MINUTE FLIGHT.

H.E. The Governor, Sir Cecil Clementi, embarked on a naval seaplane at the Kowloon Camber at 9.30 a.m. yesterday morning for the purpose of visiting Macao and paying a courtesy call on the Governor, Senhor A. T. de Sousa Barbosa.

The seaplane was escorted by two others from the Fleet Air Arm.

It was anticipated that the flight there would be of forty minutes duration and that, after a stay of a few hours, His Excellency would be escorted back on the return flight, arriving at the Kowloon camber at 5.30 p.m. We learn, however, that His Excellency returned by the launch *Stanley*.

His Excellency's A.D.C. and Private Secretary, Capts. C. H. Steele and B. R. Forster, accompanied him on the trip, and the latter is staying in Macao until to-day. Capt. Steele returned on the *Stanley*.

LOCAL WILLS.

MASTER MARINER'S ESTATE.

A SHANGHAI PROBATE.

Probate of the will of the late William Scott Turnbull, of 96, Nathan Road, Kowloon, master mariner, who died on February 19th, 1927, at the General Hospital, Singapore, has been granted to Mrs. K. Turnbull, his widow, the sole executrix and sole beneficiary under the will.

Deceased left estate in the Colony amounting to $12,500.

Shanghai Will.

Letters of administration to the estate of the late Stacy Ansom Ransom, of Shanghai, who died at Shanghai last year, intestate, have been granted to Mr. W. E. L. Shenton, solicitor, the attorney of Stirling Fessenden, of Shanghai the administrator of the estate, appointed by the United States Court in China.

The estate in the Colony amounts to $73,400.

PROPERTY SALE.

NEW KOWLOON CINEMA THEATRE.

At the China Auction Rooms yesterday afternoon, Mr. E. V. M. R. de Sousa sold, by order of the mortgagee, leasehold property known as The New Kowloon Cinema Theatre, at No. 95, Kai Yan Road, Kowloon Bay Reclamation.

The property is held for term of 75 years from July 1st, 1898, renewable for a further term of 24 years.

The area of the property is 4,469 square feet, and the annual Crown rental is $17.15.

The upset price was $10,000, and after two advances of $500, Mr. Ng Im Chong became the purchaser for $11,000.

Various furnishings and fittings of the Cinema were also sold for about $120.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.45 p.m., stated:—

The depression over S.W. China has deepened slightly.

LOCAL FORECAST:—S.W. winds, moderate, fair to showery.

Before Major C. Willson yesterday morning, Sergeant Clark charged a Chinese with the theft of a box of clothing belonging to a Chinese woman who came ashore from the s.s. *Sui An* early this morning. The woman was tending to her crying baby on the wharf when the accused came up from behind and picked up the box. A hawker on the wharf saw the theft and raised the alarm. In admitting the charge, accused said he succumbed to a sudden temptation. Sentence of two months' hard labour was passed.

LAST NIGHT'S CONCERT.

CAPITAL SERVICE ENTERTAINMENTS.

TWO SPECIAL EVENTS THIS EVENING.

Another concert for Service men, which proved extremely popular, was given at the "Cheer O" Y.M.C.A., Chater Road last evening, there being a large and appreciative audience to listen to the Taikoo Entertainers, who appear there regularly every alternate Friday evening. The entertainment was organised by Mr. E. Howell and among the artistes taking part were Mr. G. McLeod, well-known in musical circles here, Mr. W. Johnstone, Sergt. Donmall and Mrs. Minney. Mr. H. J. Fountain was at the piano.

To-day's Events.

There is no need to do more than briefly mention the two special concerts being given this evening on the Hong Kong and Kowloon sides. They are, as we previously stated this week, the first of a series of special entertainments of this nature arranged by the Naval and Military Y.M.C.A. committees for Service men in the Colony.

The one at the Theatre Royal, the first to be given there since the troops have been here, begins at 6.30 p.m. and continues until 9 p.m.

An excellent programme has been arranged by Mrs. W. T. Costen, and will be contributed to by Miss Aileen Woods, Mrs. R. Sanger, Signora Consuelo de Guzman (wife of the Chilean Consul in Hong Kong), Mr. W. A. Hannibal, Mr. G. W. C. Burnett, Dr. R. McCandliss, Professor Harry Ore and Mr. N. Braga. In addition there will be the band of H.M.S. *Delhi*, the pipers of the 1st Cameronians, and the male chorus from the Queen's Regiment.

At Kowloon, in the popular "Better 'Ole" the entertainment begins at 7 p.m., and no charge for admission is to be made. The full programme was published yesterday, so it only remains to mention that the band of the 1st Cameronians, under Mr. Horace E. Dowell, L.R.A.M., and the "J-Pans," under the direction of Miss Capell, will provide the "show," and a bright and enjoyable show it will be.

ST. PETER'S Y.M. CLUB. CLUB.

FREE LIBRARY BUT HIGHER MEMBERSHIP DUES.

An extraordinary meeting of members was held last night at the St. Peter's Church YounYg Men's Club and was attended by a fair number of members. The Rev. Halvard presided and was supported by Messrs. G. S. Zimmern, Peter Pau and Lea.

The Chairman said that the Club has been very fortunate in securing a more commodious building and although the rent was almost double what was paid for the former building the rooms available for members and other facilities were well worth it. Another pleasing feature, he said, was the admittance of the members of the R.A.M.C. as members of the Club.

The first item on the agenda, viz., that the five cents charged for the loan of books from the library be abolished, was proposed by Mr. Zimmern, and seconded by Mr. Greaves. When put to the vote it was unanimously carried.

The second item dealt with the increase of member's subscription to $1 a month. Mr. Lea proposed and Mrs. Smith seconded.

Cliques!

When the meeting was then thrown opened for suggestions, criticism and grievances, the alleged snobbishness of Hong Kong was raised by a member, an R.A.M.C. man who said that while he was sure that the Club members are most sociable, that did not apply to all circles.

The Chairman agreed that Hong Kong was noted for its cliques. People here, he said, moved in cliques and seldom gave a thought to those outside.

CHANG TSO LIN GENERALISSIMO OF NORTHERN FORCES.

SAYS HE WILL FIGHT COMMUNISTS "TO THE LAST."

NORTHERN ARMY PREPARES ITS DEFENSIVE POSITIONS.

SOUTHERN ARMY LEADERS TO CONFER AT HSUCHOW.

Contrary to what has been reported regarding the Fengtienites gradual retreat to Manchuria, the news to hand points to the Northern Army leaders being determined to put up a stout resistance to the Southerners.

Chang Tso Lin, with the concurrence of the other marshals and generals of his army, has been duly acclaimed Generalissimo.

The Northern Army leaders have also drawn up their plan of campaign, which appears to be something in the nature of a defence over "three defined areas."

On the eve of entering upon their Shantung campaign, the Southern Army leaders, with their Generalissimo, Chiang Kai Shek, are about to hold a conference at Hsuchow.

Present indications would appear to point to a severe struggle in Shantung and Chihli provinces in the near future.

The vernacular Press reports that the Waichiaopu is preparing to communicate a second protest to the Japanese Government with regard to the latter sending reinforcements to China.

A SECOND PROTEST AGAINST JAPANESE.

(Wah Tsz Yat Pao).

SHANGHAI, June 17th.

The Waichiaopu is preparing to communicate a second protest to the Japanese Government to the effect that the confused situation in the South cannot be held as a precedent warranting the Japanese Government to reinforce troops in the North. If the Japanese Government still persists in doing so, they will arouse bitter feelings among the Chinese people towards Japan.

SHANGHAI, June 17th.

Sun Chuen Fang and Chang Tsung Chang have jointly issued a telegram supporting Marshal Chang Tso Lin as Generalissimo. Marshal Chang is reported to have accepted it, and also to have declared that he will fight the Communists to the last.

At a conference held by Fengtienese leaders in Peking, it was unanimously decided that the Northerners should take up the defence in three defined areas.

The Fengtienese will take up the defence to the west with headquarters at Chingting.

Sun Chuen Fang's troops will be responsible for the eastern section, *i.e.*, east of Shantung, while Chang Tsung Chan's forces are assigned to take up the defence in the South; *i.e.*, South of Shantung, with headquarters at Tsinan.

The Kirin and Heilungkiang troops will be stationed along the Peking-Mukden Railway, in order to safeguard the rear and protect Peking and vicinity.

[THROUGH REUTER'S AGENCY.]

The "Reds" At Chengchow.

HANKOW, June 16th.

There are strong rumours locally that Marshal Feng Yu Hsiang has advised the degelates from Hankow—Wang Ching Wei, Sun Fo, Hsu Chien, and Tang Seng Chi—to leave Honan and mind their own business at Hankow, for which reason not a single Hankow delegate has remained at Chengchow.

Reported "Alliance" of Chiang And Feng.

[NAVAL WIRELESS.]

HANKOW, June 16th.

Marshal Feng Yu Hsiang has taken over complete control of Honan, it is reliably reported, and one of his first moves has been to send the remainder of the Wuhan troops, Tang Seng Chi's army, back to Hankow.

It is rumoured that Marshal Feng Yu Hsiang and Marshal Chiang Kai Shek have come to a definite understanding, and that a joint offensive with Peking as the objective will shortly be made.

Outrages In Hankow.

In Hankow the return troops are already creating serious trouble. The Wuhan authorities are endeavouring to keep the unruly factors in control, but clashes between the troops and the police are a regular nightly occurrence in the native city, where small parties of troops are responsible for terrible outrages.

All telegraph lines from Hankow are interrupted.

(Continued on next Column.)

DR. WELLINGTON KOO'S TEMPORARY SUCCESSOR.

(Wah Tsz Yat Pao).

SHANGHAI, June 17th.

Dr. Wellington Koo resigned on the 16th instant from the acting Premiership and the Foreign Office. Mr. Hu Wei Teh is appointed to take Dr. Koo's place temporarily.

Marshal Chiang Kai Shek started on his journey to Hsuchow on the 16th instant to attend a military conference, to which General Pei Chung Hsi and Li Chung Jan, who have arrived at Hsuchow, will participate.

[THROUGH REUTER'S AGENCY.]

Epidemic Feared At Hankow.

HANKOW, June 16th.

As a result of the miserably filthy and insanitary conditions existing in the emergency hospitals hastily organised here, for 11,000 wounded troops, typhus is beginning to break out, while an epidemic of other infectious diseases is expected. The typhus cases were found in the former British concession, and the infected troops are wandering about the city as there is no discipline at the hospitals to prevent them.

The conditions in the hospitals are unspeakably horrible, while the authorities are not prepared, unable, and incompetent to cope with the situation, for which they have no medical supplies and no staff.

[NAVAL WIRELESS.]

Ichang Full Of Troops.

ICHANG, June 16th.

Another large force of General Yang Sen's troops has arrived at Ichang, and the town is now full of troops, which are beginning to get out of hand. Foreign property and residences have been occupied by the troops as billets.

A general feeling of unpleasantness is in the air ashore, and it is understood there have been several unpleasant incidents.

General Yang Sen has established his headquarters in the city, and he is demanding $400,000 as a levy. Yang Sen accompanies his demand with a threat that his troops will be given freedom to loot the place unless the money is forthcoming.

It is reported that one of his subordinates in Szechwan has turned against Yang Sen, and has sent troops from Chungking to Wanhsien to prevent the possibility of his return.

Troops Disarmed At Wuhu.

WUHU, June 16th.

Under orders from Marshal Chiang Kai Shek, the 7th and 27th divisions endeavoured to disarm the 15th division at Wuhu yesterday.

The 15th division put up a strong resistance, there being losses on both sides, but eventually their commander surrendered.

There has been no further incident, and the town has now quietened down.

[THROUGH REUTER'S AGENCY.]

Japanese Reinforcements for Tsingtao.

SHANGHAI, June 17th.

A message from Tsingtao, dated yesterday, states that as Marshal Chang Tsung Chang has informed the Japanese and Chinese authorities that he will not be responsible for the safety of Japanese nationals, 1,500 Japanese are going to Tsinanfu to-night, and reinforcements are on their way to Tsingtao from Sasebo.

AN ANTI-BRITISH HYMN OF HATE.

RUSSIA'S LATEST OUTBURST.

[THROUGH REUTER'S AGENCY.]

BERLIN, June 17th.

Another anti-British hymn of hate is being sung; this time by Russia, according to the *Vossische Zeitung*, the nature of which is indicated by the following brief excerpt:

"England land of brainless kings.
England in purple or ironed tophat.
England with ironclad belly of your bank safes.
England home of scondrels and murderers.
You are our deadly enemy.
Arms of chimneys clench themselves into fists.
Look out, England, solemnly, terribly, sounds the command 'fire!'"

LEAGUE COUNCIL.

WHAT IS BEING DONE AT GENEVA.

[THROUGH REUTER'S AGENCY.]

GENEVA, June 16th.

The League Council has decided to refer the German request for a seat on the Permanent Mandates Commission to that Commission for report.

The Council terminated after a discussion on a report submitted by Dr. Stresemann relating to the recent Economic Conference.

The Council passed a resolution inviting the League as soon as possible to study the Conference's resolutions with regard to customs tariffs, particularly the unification of tariff nomenclature.

[NAVAL WIRELESS.]

"Reds" In Kiangsi.

KIUKIANG, June 16th.

General Chu Pi Teh, one of General Chiang Kai Shek's subordinates, in whose hands the task of clearing the Communists from Kiangsi was left, has, it is reported, been bribed by the Wuhan authorities, and Communist evacuation of the province is taking place more leisurely in consequence.

Chu Pi Teh has command of the Nationalist 3rd Army; but the anti-Red forces from Kwangtung not under his command are reported to have advanced to Linkiangfu, and to be moving rapidly on Nanchang. Nanchang seems likely to fall to the anti-Reds in the next day or so.

Comparatively Normal Conditions.

NANKING, June 16th.

There is no further sign of anti-foreign feeling in the district, which is normal.

SHANGHAI, June 16th.

The situation generally is quiet, and similar conditions prevail at Chinkiang, Nanking and Kiukiang.

An agreement between Feng Yu Hsiang and Chiang Kai Shek is reliably reported.

Definite news concerning the Nanking offensive in Shantung is not available, but it is understood that the Northerners are making a stand.

[THROUGH REUTER'S AGENCY.]

The British Legation.

LONDON, June 16th.

In the House of Commons, Mr. G. Locker Lampson said that the Government was fully and constantly considering the question of moving the Peking Legation to the coast, but at present there was no intention of a withdrawal.

Labour M.P.'s Query.

LONDON, June 16th.

In the House of Commons the Labour member, Mr. Wellock, asked whether the Secretary for War was aware that brothels filled with 15-year-old Chinese slave girls had been established by the British military authorities at Nanking for the British and American troops.

Comdr. King, replying, pointed out that there were no British or American troops at Nanking. (Laughter.)

Generalissimo Of Anti-"Reds."

PEKING, June 16th.

Marshal Chang Tso Lin and other Ankuochun leaders have issued a circular telegram to-day announcing Marshal Chang Tso Lin's assumption of the post of Generalissimo of the forces for the suppression of the "Reds."

BRITISH BY-ELECTION.

THE WESTBURY RESULT.

[THROUGH REUTER'S AGENCY.]

LONDON, June 17th.

The Westbury (Wilts.) by-election, brought about by the death of the sitting-member, resulted as follows:

Major Eric Long (Conservative)	10,623
Harcourt Johnstone (Liberal)	10,474
Ward (Labour)	5,396

[The late Capt. W. W. Shaw (Conservative) was returned at the last election by a majority of 1,711.]

IRISH ELECTIONS.

THE STATE OF PARTIES.

[THROUGH REUTER'S AGENCY.]

LONDON, June 16th.

The Irish Free State elections have resulted in the strength of the constitutional parties being practically unchanged, with De Valera's party, the *Fianna Fail*, the strongest unit in the opposition.

De Valera to-day stated that the *Fianna Fail* deputies under no circumstances would take the oath of allegiance. This means that they will not be allowed to enter the Chamber.

Mr. Congreve's Intentions.

DUBLIN, June 16th.

Mr. Congreve, in a statement, says he does not intend to form a Government, inasmuch as his party is now in a minority in the *Dail*.

DE PINEDO REACHES ITALY.

OFFICIALLY WELCOMED.

[THROUGH REUTER'S AGENCY.]

ROME, June 16th.

The Marquis De Pinedo, who has concluded his flight to America and back, landed at Ostia, where he was received by Signor Mussolini, several Ministers, and an immense crowd.

British Decoration.

ROME, June 16th.

The King of England has bestowed the British Air Force Cross on the Marquis De Pinedo.

THE WARSAW TRIAL.

STRONG SOVIET COMMENT.

[THROUGH REUTER'S AGENCY.]

Moscow, June 16th.

The just indignation of Soviet public opinion has been provoked by the sentence on Kowcerda, says the official newspaper *Izvestia*, which charges the Polish Government with practically rejecting the Soviet demands for participation at the trial and a severe verdict, also with having carried out the proceedings swiftly in order to conceal the threads of the crime.

The paper also says that the Soviet is awaiting the Polish attitude with regard to the liquidation of the White Guard organisations, to enable it to conclude how far Poland desires to promote good relations with Russia.

FRENCH CHERRIES.

BANNED FROM BRITAIN.

[THROUGH REUTER'S AGENCY.]

LONDON, June 16th.

The Minister of Agriculture announced in the House of Commons that the importation of cherries from France has been prohibited for the remainder of the season, on account of maggots.

COMRADE DORIOT.

BELIEVED TO BE IN MOSCOW.

[THROUGH REUTER'S AGENCY.]

PARIS, June 16th.

Doriot is believed now to be in Moscow. He was condemned last July to three months' imprisonment and a 3,000 francs fine for participating in the issue of a manifesto against the Moroccan war. The Minister of Justice confirms the intention previously mentioned of carrying out the sentence.

THE ORTEIG PRIZE.

G.$25,000 FOR LINDBERGH.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, June 17th.

Mr. Orteig has handed Colonel Lindbergh a cheque for G.$25,000, the prize promised for the first to make the New York-Paris flight.

NEW FRENCH LINER.

[THROUGH HAVAS AGENCY.]

PARIS, June 17th.

Le Havre has launched a new liner, *Ile de France*, the most modern vessel built in France since the War.

She is 240 metres long, 28 broad and of 43,000 tons gross, provided with 52,000 horse power engines. Her speed is 23 knots.

NAVAL DISARMAMENT.

JAPAN MAY DEMAND EQUALITY.

[THROUGH REUTER'S AGENCY.]

PARIS, June 16th.

Viscount Saito has gone to Geneva with the Japanese delegation to the Disarmament Conference.

Interviewed by Reuter as regards the Washington report that Japan at the Conference would demand equality instead of the 5/5/3 ratio, Viscount Saito said he was unable to reveal the Japanese proposals at Geneva, but he observed that an important body of opion in Japan favoured equality.

BRITAIN AND EGYPT.

THE CRISIS SETTLED.

EGYPTIAN DECISION ANNOUNCED.

[THROUGH REUTER'S AGENCY.]

CAIRO, June 16th.

A crowded Chamber listened to the Premier, Sarwat Pasha, make a statement on the Anglo-Egyptian "misunderstanding."

He referred to the British memorandum of May 29th, and announced that the Egyptian Government had now decided that the army should remain as at present, likewise the frontier administration, while safeguarding the War Minister's authority and responsibility before Parliament.

The statement was greeted with heated Nationalist protests, and demands that the whole matter be submitted to the Chamber forthwith.

Sarwat Pasha suggested that the correct procedure would be for the Notes to be published simultaneously. He reiterated that the Government had preserved the sovereignty of the Egyptian army.

The Nationalists attempted to criticise this, but Zaghlul Pasha energetically intervened, and closed the discussion.

[BRITISH WIRELESS SERVICE.]

Statement In The Commons.

LONDON, June 16th.

Asked whether he could make a statement on Egypt, Mr. G. Locker Lampson in the House of Commons replied, "As the precise scope and meaning of certain passages in the original Egyptian Note on the subjust of the Egyptian army were open to some doubt, Lord Lloyd communicated to Sarwat Pasha the interpretation placed by him on the passages in question, and requested its confirmation by the Egyptian Government. Sarwat Pasha has now addressed to Lord Lloyd a further note, which in the latter's opinion satisfactorily explains the intentions of the Egyptian Government and disposes of the cause of the recent tension."

Mr. Locker Lampson added that he had not received any report from Lord Lloyd as to the British battleships which had been sent to Egyptian waters, but there was no doubt the battleships would now be withdrawn, and according to a Press report one of them had left already.

King Fuad's Visit.

Masshanin Bey, the First Chamberlain of the Court of Egypt, has arrived in London to complete arrangements for the visit of King Fuad, which begins on July 4th.

Prizes For Empire Goods.

The Egyptian Marketing Board has decided to award three prizes, of £100, £50, and £25, for the best shows of Empire goods in London shops during the week beginning July 18th.

This scheme is in connection with a big advertising exhibition which will be held at Olympia that week.

MUCH-DISCUSSED TRIAL.

SACCO AND VANZETTI'S ORDEAL.

SOUTH AMERICA'S SYMPATHY.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, June 17th.

Telegrams from South America state that a 24-hour strike, in protest of the execution of Sacco and Vanzetti has been carried out in orderly fashion in certain capitals. Most of the Buenos Aires' factories have been closed and only foodstuffs are being unloaded from the steamers.

The Governor of Massachusetts, in continuance of his investigation, has been interviewed by the jurymen of the trial. One says that he told the Governor that he still believed that either Sacco or Vanzetti shot the man for which action they were condemned.

EX-HARVARD FOOTBALL STAR'S MURDER.

U.S. EMBASSY URGE PUNISHMENT.

[REUTER'S AMERICAN SERVICE.]

MEXIAO CITY, June 17th.

The American Embassy has sent a second Note to the Foreign Office urging the punishment of the murderer of Arthur Brewer, the ex-Harvard football star, who was recently killed at Guadalajara during a business disagreement.

MOSCOW'S DEATH PENALTIES.

FINLAND STILL DISSATISFIED.

[THROUGH REUTER'S AGENCY.]

HELSINGFORS, June 16th.

The Soviet Government's reply with regard to the reasons for the execution of Elvengren, are considered inadequate by the Finnish Government, who have asked for further explanations.

More "Spying For Britain."

Moscow, June 16th.

The Military and Naval Tribunal at Kronstadt has sentenced to death Commander Klepikoff, charged with espionage for England. His wife has been sentenced to three years' imprisonment for complicity.

It is alleged that Klepikoff handed a representative of the British intelligence service residing in Finland information with regard to the Soviet armed forces and navy.

THE LATE LORD LANSDOWNE.

TRIBUTES IN THE HOUSE OF LORDS.

[BRITISH WIRELESS SERVICE.]

LONDON, June 16th.

In the House of Lords, the Marquis of Salisbury and the Conservative leaders referred to the loss which the House had sustained by the death of the Marquess of Lansdowne, who during his career had held the offices of Foreign Secretary, Viceroy of India, and Governor-General of Canada.

He said the Marquess of Lansdowne had been a great Parliamentarian, a man wise in judgment, a trusted leader, and a man of great moral courage. Such services as his, this country could ill afford to lose.

Viscount Haldane and Earl Beauchamp, on behalf of the Labour and Liberal parties, associated themselves with the Marquis of Salisbury's tribute.

RAW RUBBER.

THE HEAVY FALL IN PRICE.

STATEMENT IN THE COMMONS.

[THROUGH REUTER'S AGENCY.]

LONDON, June 17th.

In the House of Commons, replying to Sir Frank Nelson, who drew attention to the heavy fall in the price of raw rubber recently, Mr. Amery said that His Majesty's Government were not contemplating the abolition of the Stevenson restrictions.

THE JAPANESE CORONATION.

PREPARATORY ARRANGEMENTS IN PROGRESS.

KOBE, June 1st.

Viscount Sugi, Director of the Imperial Treasury, who inspected the Omiya Palace and the Nijo Detached Palace, Kyoto, in connection with the coronation to be held next year, returned to Tokyo on May 27th. In a few days the high Court officials and their Cabinet colleagues are to meet, and early next month the first meeting of the Coronation Preparation Committee will take place in Tokyo.

To the grand Imperial banquet held immediately after the Taisho Tenno's coronation in Kyoto some 4,000 dignitaries at home and abroad were invited, but this time it is proposed to hold the banquet in Tokyo, the seat of the Imperial Palace, which affords every facility for such an occasion, instead of in Kyoto. This proposal is supported by part of the high Court officials, who conceive that by so doing an economy of some Y.1,000,000 is possible, which answers to the Imperial wishes of making the coronation preparations as plain and simple as possible. The Privy Council authorities, however, are against it for various traditional and ritualistic reasons. Discussions at the coming meeting of the Preparatory Committee are inevitable. The meeting is at the same time to decide to whom invitations will be issued.—*Japan Chronicle.*

OSAKA UNDERGROUND.

A NEW ELECTRIC LINE.

The petition of the Electric Bureau of the Osaka Municipality for the construction of an underground line in Osaka still remains ungranted by the authorities. Mr. Kurosu, of the staff of the Osaka Bureau, called on the Railway Department, Tokyo, on May 31st to ask for the speedy acceptance of the petition, which is now shortly expected.

For the laying of the line the Osaka Municipality is to depend on a loan of Y.100,200,000, which the Shiyakusho plans to redeem in twenty-nine years. The Municipality contemplates starting the construction in 1929 and consumating it in 1936.

The railway will cover 33.65 miles, of which 13.07 miles will be underground and 20.58 miles overhead. It will be worked by electric power and will have sixty stations, or a station every half mile. Each train will consist at first of four and later of eight carriages.—*Japan Chronicle.*

DIAMOND FIELDS DESOLATION.

MILES OF UNWORKED CLAIMS.

CAPETOWN.

Many fortune-hunters who recently pushed their way into the wastes of Namaqualand are returning disappointed and disillusioned. A digger who has come back from a visit to the mouth of the Orange River—where the new El Dorado is situated—advises others not to follow his example.

"It is," he says, "a dead man's country where the unwary can easily get lost and die of thirst before help arrives. There is neither water, cultivation, stock, nor game. Desolation is everywhere, the heat is intense, and you travel day after day without seeing a soul."

Claim To A Pit.

This bleak, barren district of Namaqualand is known as the Richtersveld.

Every foot of ground within 20 miles of the mouth of the Orange River, which separates the Cape Province from the mandated territory of South-West Africa, has been pegged. For mile after mile claims have been pegged in almost inaccessible places, but none was being worked. Diamond-winning operations are, however, in progress at Alexandra Bay and Cliffpoint.

One optimistic prospector has gone so far as to peg out the mouth of a mysterious and apparently bottomless pit, evidently in the belief that it is the source of the neighbouring diamond deposits.

WEEK-END SPORT.

WHAT IS ON THE CARD.

TENNIS, BOWLS AND BASEBALL.

The weather promises well for sport during the week end. There is as usual a fairly full card, and something for all lovers of out-of-doors pursuits.

There is a full tennis programme in the "B" and "C" Divisions of the League, and particulars will be found in another column of the matches. The matches include three fixtures postponed on account of weather.

For bowls enthusiasts there is a complete programme in both Divisions of the Lawn Bowls League, and following the blank day last Saturday the games will be of particular interest and may result in some adjustment gains of the League positions.

Baseball fans are well catered for. There are two League matches, as indicated in our baseball notes, and friendly fixtures for to-day and to-morrow afternoons. The Filipinos and Japanese Baseball Clubs are without games this week-end, and they are meeting the U.S.S. *Pampanga* to-day and to-morrow, respectively, at 2 p.m. on each occasion. These fixtures will be prior to the League matches, which begin at 4 p.m. each day.

There is a sailing race for the Services from the Royal Hong Kong Yacht Club, which should prove a popular event in this weather.

There is only a bogey pool competition at Fanling, but many golf enthusiasts will be making the trip out over the week-end.

LAWN BOWLS.

TO-DAY'S MATCHES.

A FULL PROGRAMME.

There is a full programme in the Lawn Bowls League for this afternoon, and bowls enthusiasts will certainly hope for a continuance of the fine weather after their disappointment of last week.

The League matches had all to be postponed last week and these will now have to be played either in mid-week, or at the end of the season. To day's fixtures are as originally arranged.

The complete list for to-day is as under:—

Division I.

Kowloon Dock *v.* Civil Service C.C.
Kowloon C.C. *v.* Taikoo.
Police *v.* Kowloon Bowling Green.

Division II.

East Point *v.* Kowloon C.C.
Civil Service C.C. *v.* Craigengower.
R.H.K. Yacht Club *v.* Club de Recreio.
Taikoo *v.* Kowloon Bowling Green Club.

Kowloon Dock are at home to the Civil Service C.C., and with the advantage of their own ground should win.

The Kowloon Cricket Club also ought to secure points, although it will probably prove a close game, and as the Taikoo string is not an over strong their opponents may pull off a victory.

Another close game should be witnessed at the Valley, where the Police R.C. entertain the Kowloon Bowling Green Club. After their recent performance against Taikoo, the vistors feel confident of League points.

DIVISION II.

In Division II., East Point R.C. are entertaining the unbeaten Kowloon Cricket Club team. The game will probably be a very close one, and it is difficult to say to whom the honours will go, although a big attempt will be made to lower the visitors' flag.

The C.S.C.C. are also at home to their neighbours, the Craigengower C.C., and with the advantage of ground, should register a win.

The Yacht Club really have a home fixture, but as their green, which has been newly laid, is not yet considered suitable for matches they are playing away against the Recreio, who may now win, but who would probably have lost on the Yacht Club green. The return fixtures will be played on the Yacht Club green later in the season.

The other match is between Taikoo and the Bowling Green Club at Taikoo, and should prove an interesting encounter, with honours uncertain.

TENNIS LEAGUE.

WEEK-END FIXTURES.

No matches are being in the "A" Division to-day and competition will be only in the "B" and "C" Divisions. The Indian Recreation Club-University fixture will take place to-morrow on the Sookunpoo courts. This match will have an important bearing on the Table as both have so far, only a point each and the winners will probably be the runners-up of the division. The Chinese Recreation Club has M.B.K. to play to finish their programme. The former are generally expected to win the Shield as they have already beaten all the strongest Clubs and have only this to play. It has been fixed for Thursday next.

The most interesting match to-day is between the Chinese Recreation Club and the Craigengower Cricket Club in the "B" Division. By their convincing victory over the Indians two days previously, the Chinese are hot favourites and should win to-day. Craigengower have not a bad side at all. Their strongest pair is Bodiker and Leonard who will be hard to beat and if the side win it will upset a good many calculations.

The matches for to-day and to-morrow are:—

TO-DAY.

"B" Division.

University *v.* Hong Kong C.C.
Kowloon C.C. *v.* U.S.R.C.
Indian R.C. *v.* M.B.K.
Royal Engineers *v.* Recreio.
South China A.A. *v.* Nippon Club.
Chinese R.C. *v.* Craigengower.

"C" Division.

Hong Kong C.C. *v.* Netherlands T.C.
Recreio *v.* Kowloon C.C.
Nippon Club *v.* South China A.A.
Craigengower *v.* Taikoo R.C.
Chinese R.C. *v.* R.A.O.C.

TO-MORROW.

"A" Division.

Indian R.C. *v.* University.

"B" Division.

University *v.* Indian R.C.

"C" Division.

Taikoo R.C. *v.* K.B.S.F.P.A.

KOWLOON TEAMS.

The following will represent the K.C.C. to-day at 4.30 p.m.:—

"B" team *v.* U.S.R.C. on K.C.C. ground:—E. Abraham and C. H. Atkins, W. Woodward and D. J. Purves, P. N. Pinguet and G. S. Ford.

"C" team *v.* Club de Recreio at King's Park:—C. H. Leddra and K. A. Carstensen, Geo. Lee and A. J. Kew, R. F. Strange and J. S. Smith.

QUESTION OF INTERPORT TENNIS.

INVITATION FROM TIENTSIN CIRCULARISED.

Comment has previously been made regarding the invitation received from the Tientsin Lawn Tennis Association for Hong Kong to send a team for interport tennis matches at Tientsin.

So far no actual decision has been made, partly on account of the expenses and distance involved, but some of the Club have replied to a circular letter sent out by the Secretary of the Hong Kong Lawn Tennis Association, regarding the matter. Several appear willing to participate, and it remains to be seen whether there are a sufficient number of good tennis players able to make the journey.

The circular letter sent out to local Clubs by the Secretary of the local Lawn Tennis Association reads as under:—

"I am in receipt of a letter from the L.T.A. of Tientsin which in part is as follows:—

"An invitation is extended to this port, asking us if it is possible for a team to be sent to participate in a series of matches. Similar invitations have been sent to Shanghai and the Waseda University, Japan.

"Mention is made that an early reply be sent in order that, in the event of our deciding to participate, suitable arrangements may be made regarding steamer connections, etc.

"They also express that a very cordial welcome will be given, should a team be sent."

"The purport of this circular letter is that views regarding this invitation be expressed, and also whether it will be possible to raise the requisite funds which will be necessary for payment of the team's passages.

"An early reply to this will be appreciated, and should your Club decide to defray part of the cost of passages, kindly state the maximum you are prepared to subscribe.

"If no reply is received by June 20th, it will be presumed that your Club is not interested."

THE BASEBALL CALENDAR.

DOUBLE-HEADERS FOR WEEK-END.

U.S.S. "POMPANGA" MEET FILIPINOS AND JAPANESE.

Ball fans will be interested to learn that two games have been arranged for this afternoon and also for to-morrow. The first game on each day will commence at 2 p.m.

As the Filipinos and Japanese nines are not playing any league games this week-end, they have taken the advantage of keeping themselves in trim by arranging a game with the U.S.S. *Pompanga*. This afternoon, at 2 p.m. the Filipinos will have a friendly set-to with the American sailors and on Sunday at the same time, the Japanese will also have a go at the *Pompanga* boys. Although these are friendly games, they are, nevertheless, worth watching. The U.S. boys may not come out top dogs, but in signals and team-work they have the local players at a disadvantage. And, above all, what makes baseball so interesting is the humorous yelling of the fans, and in this, the American sailors have no equals.

The League Games.

At 4 p.m. to-day, the South China Tigers will do battle with the Recreio Nine, and a keen struggle will be seen. Both outfits are sanguine of victory. The Recreio team is in very good form and quite capable of looking after themselves. Although they have lost three of their best last season's players in the persons of Gosano, Rocha and Xavier, they have acquired two ball players of no mean merit from Manila, the island where baseball is on the daily menu.

C. Remedios who has pitched a good game last season will again take the mound for the Recreio this year. He is said to be in splendid form, and his team expects a lot from him. One of the new players is J. Alvares. He used to pitch for his college at Manila, but will look after the first base here for the Recreio. But should Remedios get too erratic, he would be a good relief.

A. Alvares who is to catch for the Recreio is another new-comer from Manila. He is quite a good player and credited with some hard clouts. He is also useful at the second base. The Recreio's last year's second baseman, H. Barros, is in top form this season. J. Noronha, who has played two seasons for the University, plays left field, and the centre field will be looked after by Pereira.

On the whole, the Recreio is fielding a strong nine to-day, and the Tigers will have to stretch themselves if they wish to down the Portuguese boys.

The "Tigers."

The probable line up of the South China "Tigers" will be as follows: K. C. Wong, p.; P. Y. Wong, c.; P. J. Wong, 1b.; C. Y. Ling, 2b.; Luen Lum Cheong, 3b.; K. S. Yuen, s.s.; Lee Shiu Luen, l.f.; Wong, c.f.; Roy Lau, r.f.; and reserves: Jack Lau, Albert Lau, and Henry Young.

While the Wong Clan may dominate the "Tigers," the team is of a most cosmopolitan character. The members hail from many lands, and although their first combination may be a bit faulty several have been South China Champions of the previous years.

K. C. Wong and P. J. Wong were once Honoluluans, and P. Y. Wong has seen baseball in Boston. C. Y. Ling is also an old Honoluluan.

Luen played baseball while in Shanghai last year, and he appears on the Hong Kong diamond for the first time. Lee Shiu Luen is a local man who has learned the game from Richard Shim and K. F. June, "old lily roots" of South China! Another Wong, selected for the centre field, learned to play baseball at San Francisco. K. S. Yuen was in Japan before he came to Hong Kong and Roy Lau learned the game in Australia.

Sunday's League Game.

To-morrow there will be a league game between the South China "Dragons" against the H.K. Baseball Club, and I fear that this game will be one-sided.

(*Continued on next Column.*)

RACING NOTES.

[By RAPIER.]

Macao Race Club.

I have just learnt that the above Club has decided to confine their next meeting to one day's racing which will take place on Sunday, the 3rd July. They have been compelled to do this owing to the limited hotel accommodation available in Macao as the New Macao Hotel has closed.

Hong Kong Jockey Club.

The following are the handicaps for the meeting on the 25th instant:

Customs Handicap "A" Class: Six Furlongs.

Shanghai Friend, 164 lbs.; The Gomeril, 163 lbs.; Macao Beauty, 162 lbs.; Hon. Sin, 161 lbs.; Baccarat, 159 lbs.; Total Abstinence, 159 lbs.; King of Troy, 159 lbs.; San Diego, 159 lbs.; The Geezer, 158 lbs.; Tap Siac, 158 lbs.; May, 155 lbs.; Chow Tsze Lon, 155 lbs.; September, 153 lbs.; August, 152 lbs.; Battle Eve, 152 lbs.; Chui Chow Ning, 152 lbs.; Attaboy, 152 lbs.; Shan Mein, 149 lbs.; Sunburst Rose, 149 lbs.

Customs Handicap "B" Class: Six Furlongs.

Home Call, 166 lbs.; Grey Knight, 161 lbs.; Dragon Boat, 160 lbs.; Soapy Sponge, 160 lbs.; Loch Tummel, 160 lbs.; Little Sit Tang, 160 lbs.; Dobbin, 158 lbs.; Tangle, 157 lbs.; Loongwa, 157 lbs.; Espoir, 155 lbs.; Lilac, 155 lbs.; Dick Lo, 152 lbs.; Limestone Hall, 152 lbs.; Yuen Sin, 152 lbs.; The Regent, 151 lbs.; Bright Eve, 148 lbs.; Spectre, 148 lbs.

Customs Handicap "C" Class: Six Furlongs.

Festive Eve, 165 lbs.; Pottenbush, 165 lbs.; Bing Boy, 165 lbs.; Mowgli, 165 lbs.; Barley Grass, 162 lbs.; Loch Rannoch, 162 lbs.; King Alan, 160 lbs.; Easter Day, 160 lbs.; Circe, 155 lbs.; Fire Call, 155 lbs.; Borderer, 150 lbs.; Scooter, 149 lbs.; The Sandpiper, 140 lbs.; Yorks, 145 lbs.; Valour, 143 lbs.; Cra, 140 lbs.

Lead Mine Handicap "A" Class: 1¼ Miles.

Brigade Call, 170 lbs.; Ukelele, 165 lbs.; The Gomeril, 163 lbs.; Leaf, 160 lbs.; San Diego, 160 lbs.; Baccarat, 159 lbs.; Hon Sin, 158 lbs.; The Geezer, 158 lbs.; Papyrus, 157 lbs.; August, 157 lbs.; Total Abstinence, 155 lbs.; King of Troy, 155 lbs.; May, 155 lbs.; Chui Chow Ning, 152 lbs.; Misty Eve, 152 lbs.; Attaboy, 152 lbs.; Sunburst Rose, 146 lbs.

Lead Mine Handicap "B" Class: 1¼ Miles.

Grande del Norte, 165 lbs.; Loch Tummel, 164 lbs.; Grey Knight, 160 lbs.; Dragon Boat, 160 lbs.; Tangle, 160 lbs.; Dobbin, 158 lbs.; Pottenbush, 155 lbs.; Lilac, 155 lbs.; Mowgli, 155 lbs.; Loch Rannoch, 152 lbs.; Barley Grass, 152 lbs.; Bright Eve, 150 lbs.; King Alan, 150 lbs.; Easter Day, 150 lbs.; Circe, 145 lbs.; Perversity, 140 lbs.

YACHTING.

SERVICES' SAILING RACE.

The usual Services sailing race held every week will take place this afternoon from the Royal Hong Kong Yacht Club, a start being made at 3.30 p.m.

The later start is to ensure a more pleasant sail in the cool of the evening.

The fans have seen the "Dragons" in action and also the Clubites, and unless the latter have put in some strenuous practice since we last saw them in the field, they stand very little chance of beating the "Dragons."

Lee, the "Dragons'" twirler, was somewhat out of form when they played against the Filipinos last week, but with a little practice, he could develop into a really first rate pitcher. Alf Lum is a useful stand-by and so is Shim. With three pitchers in one team, the "Dragons" will be hard to beat.

Their field work is quite good and with a little more understanding between each other, they would prove very formidable, and the Japanese will have to be very sharp when their turn comes to meet them.

PROTEST DECISION.

A protest committee of the Hong Kong Baseball Association met at the American Consulate-General yesterday afternoon to review the umpires' decision in the game between the South China "Dragons" and the Filipino Club, which was registered as a draw. The South China "Dragons" contended that, according to rules, they had won. The protest committee while holding that technically the South China "Dragons" had won the game the big league rules in America could not always apply locally. They decided that the game should be played over again.

COUNTY CRICKET.

KENT ROUT MIDDLESEX.

[THROUGH REUTER'S AGENCY.]

LONDON, June 16th.

Middlesex's chances for the County Cricket Championship were further reduced by big defeat which Kent administered at Maidstone, the Londoners losing by an innings and 66 runs the match being concluded within two days.

Scores:—

Kent, 463.
Middlesex, 153 and 244.

A. P. F. Chapman made one of his far too few appearances in county cricket, but showed that his eye was in by scoring 71. Hardinge scored 80, and Woolley 96. Nigel Haig was the most successful Middlesex bowler, but his five wickets were secured at a cost of 140 runs.

Freeman took 7 wickets for 68 runs in the Middlesex first innings, leaving Middlesex to get 310 to avoid the innings defeat. In spite of a sound effort by Hendren, who scored 60, Middlesex fell short by 66 runs.

LEICESTER *v.* NEW ZEALAND.

LONDON, June 17th.

At Leicester. Abandoned owing to rain. No play to-day.

New Zealand, 371. Page and McGirr, 74 and 56; Dacre, 90; Snary, 5 for 66 and 165 for 9. Page, 65.

Leicester, 242; Shipman, 62; Henderson, 5 for 76, Blunt, 4 for 53.

AUSTRALIANS IN MALAYA.

DRAW IN VISITORS' FAVOUR AT SEREMBAN.

ANOTHER FINE INNINGS BY CAPT. CONGDON.

Although the Australian touring team produced much better form from a batting point of view they were not able to inflict any very serious punishment on the Southern Malaya team, and the match ended in a draw says the *Straits Times*. The odds, however, were very much in favour of the Australian side when stumps were drawn, although pride may be taken in the fact that some of the Malayan cricketers, notably Capt. Congdon acquitted themselves very well indeed.

The close of the first innings showed Malaya with a total of 122 of which Capt. Congdon, who was really the only successful batsman for the first knock, had made 57. Only four other batsmen reached double figures.

The Australian side batted very well for a total of 302 for eight wickets when they declared. Bardsley, Woodfull and Andrews were the strength of the side from the batting point of view, and the partnership of the last two yielded 78 runs. Both batsmen scored freely, Bardsley making 54 before being bowled by Thompson and Woodful 64 before he fell to the same bowler.

Andrews also gave a delightful exhibition of batting, his effort yielding 67 runs. With ease he scored in every position but his shots through slips were perhaps the most enjoyable feature of the whole of his innings. When stumps were drawn he was undefeated and fully deserved the ovation which he received.

Malaya started the second innings in brisk style and once again Congdon, who if he maintains his present form, will probably return the highest average for both teams over all the touring matches, scored freely. Although the light at this time was anything but good, he hit almost everything that came along and gave an exhibition of forceful playing such as is seldom seen in these parts.

His eagerness to score, however, eventually proved to be his undoing and he was taken by the ever watchful Oldfield, who stumped him when he had reached 55.

C. H. Taylor made a very nice contribution of 27, and when stumps were drawn D. R. A. Hoblyn had scored 10 not out. The score stood at 121 for six wickets.

Australian XI.

1st Innings.

E. R. Mayne, b Rhodes	20
E. F. Rofe, l.b.w., b Thompson	25
R. Bardsley, b Thompson	54
S. C. Everett, b Thompson	0
J. Sullivan, b Miller	18
W. M. Woodfull, b Thompson	64
T. J. E. Andrews, not out	67
W. A. Oldfield, c Maskill, b Thompson	10
H. S. Gamble, c Hoblyn, b Congdon	3
P. J. Vasey, not out	9
Extras	32
Total (for 8 wickets)	302

Bowling:—Maskill, none for 23; Thompson, five for 95; Rhodes, one for 20; Miller, one for 38; Green, none for 50; Congdon, one for 28; Lane, none for 16.

(*Continued on next Column*).

"NERVES" AND THE NEW ZEALAND CRICKETERS.

HOW THE LORD'S "ATMOSPHERE" AFFECTS A TOURING TEAM.

SOME CONFESSIONS BY J. W. HEARNE.

Though the following interesting article by J. W. Hearne, the England and Middlesex cricketer, was written just after the season opened it should prove of interest to all followers of County cricket:—

To-day the New Zealanders make their debut at Lord's against the M.C.C., and as Middlesex have no engagement, I hope to have the pleasure of seeing the game from the players' enclosure.

PAVILION CRITICS.

There is something about the atmosphere of Lord's that is found at no other ground. Our touriste will know that seated in the handsome pavilion will be some of the great cricketers of the past, who will follow every ball, and watch every stroke. There will be many among them who will hope to see in the New Zealanders possible future challengers in the real Test cricket sense.

I shall be surprised if totals of 300 and 400 are not forthcoming when they are batting. In New Zealand the Plunket Shield is the honour fought for, and individual scores of 200 have been attained before to-day.

"Patsy" Hendren has a warm regard for the tourists.

I was rather amused with Patsy the other day, when we met two or three of the visitors who were having some practice. The New Zealanders have had a very interesting tour mapped out, while the social side has not been neglected.

We were being told what a fine time they were looking forward to, and this led "Patsy" to remark, "Now you young lads must look after yourselves, and think of nothing but cricket. What about me carrying your bag, and looking after you at the same time? I'd be glad to do it."

"NERVES."

With plenty of youngsters in the side, it is more than likely, whether in batting or fielding, that the game will be lively. I sincerely hope that none will be attacked by nerves, and that we shall have the good fortune to see a player like Roger Blunt at his best.

I can feel for the tourists, because I so well remember when I went to Australia fifteen years ago. I was then a shade under twenty years of age. When you are abroad you simply have to pull yourself together.

It has often been said that I have no nerves. But there have been times when I have gone to the wicket and felt incapable almost of lifting my bat.

No one can possibly gauge how another player feels. Some come in with a smile, but this often conceals a high state of nervousness. Others come in nonchalantly, apparently not caring whether they score a duck or a hundred. All have a way of hiding their feelings.

To do well in novel surroundings calls more for grit than for nerve.

I shall be particularly interested in the bowling of young Merritt, who, I understand, is the googly man of the party. This type of bowling always interests me, because from it there is always something fresh to learn.

This lad is less than 20 years of age, and, in addition to being a clever leg-break bowler, is quite a useful bat.

EXPENSIVE.

The googly is so different from any other type of bowling. Your ordinary bowler can be depended upon to keep an immaculate length, but when sending up the "wrong 'un" length is apt to elude you, and this is expensive when it happens often. I do hope that Merritt will have the good fortune to find a length straight away. I don't like to see a googly bowler hit all over the shop!

Having come straight away from Fenner's, where Middlesex have been playing Cambridge University, I can say that the yound idea are coming along very nicely.

DULEEPSINHJI.

K. S. Duleepsinhji certainly gave us a very nice afternoon's fielding. Of course, he was talked of last year as a Test match possible, and although I could not quite see it at that time, as he had not a great array of strokes, he did not show many limitations in this game.

There are distinct possibilities, too, about the Cambridge skipper, E. W. Dawson. Cambridge University are quite a good side, and I shall not be surprised if at least four of the team will be figuring in the big representative matches later on in the season.

It certainly seems that the new ball is not going to make very much difference, so far as our leading batsmen are concerned. Before the season opened more than one of England's leading batsmen was told that he would be a particularly good player if he finished with an average of 40.

Up till now, so far as I can see, almost every match played has had its century-maker, and apart from a fine bowling performance by young Larwood, whose 7 for 36 against Sussex materially helped in an 8 wickets victory for Notts, not a single bowler has done anything outstanding.

This being so I expect we shall hear some more clamour shortly. Some will want the stumps higher and wider, or perhaps the bat smaller; but I think the most essential thing is not so much a smaller ball as bigger bowlers!

Southern Malaya.

1st Innings: 122.

(Capt. Congdon 57).

2nd Innings.

H. C. H. Taylor, c Everett, b Mayne	27
C. H. Miller, c Bardsley, b Gamble	9
T. C. Green, c Woodfull, b Mayne	0
C. H. Congdon, st. Oldfield, b Bardsley	55
H. M. James, b Vassey	4
R. T. Foster, b Vasey	6
D. R. A. Hoblyn, not out	10
Extras	10
Total (for 6 wickets)	121

Bowling:—Gamble, one for 23; Mayne, two for 39; Rofe, none for 18; Vasey, two for 17; Bardsley, one for 4.

Gamble bowled 8 overs, Mayne 10, Rofe 5, Vasey 4, and Bardsley 2.

GOLF.

THE AMERICAN OPEN TITLE.

[REUTER'S AMERICAN SERVICE.]

OAKMONT, June 16th.

In the golf tournament here, Tommy Armour and Harry Cooper each returned 301, and have tied for the American open title.

Other results follow:—

Hagen 307; ex-holder Bobby Jones took 309; the British players, Compston 308; Havers 310; Armour (ex-Scottish amateur now professional attached to the Congressional Country Club), Rockville; Maryland "Lighthorse," otherwise Harry Cooper, El Sereno Club, Los Angeles.

The Americans Perry Del Vecchio 310, Harrison, Johnston, Macfarlane and Watrous 311.

Play off, 17th inst.

LAWN TENNIS.

TILDEN AND HUNTER AT MANCHESTER.

[THROUGH REUTER'S AGENCY.]

LONDON, June 16th.

At Manchester, in the Anglo-American lawn tennis contests on Davis Cup lines, Hunter beat Higgs, 7-5, 3-6, 9-7, 6-4.

Tilden beat Greig, 6-0, 6-0, 6-2.

HOME RACING.

THE ASCOT GOLD CUP.

[BRITISH WIRELESS SERVICE.]

LONDON, June 16th.

The British horse Forlaw, owned by Sir Abe Bailey has won the coveted Gold Cup at Ascot.

The race is run over two and a quarter miles, and the conditions are weight for age.

Of eight starters, four had come from France.

1,020 TWINS SEE TWIN ACTRESSES.

THEATRE OWNER GETS A SURPRISE.

A general invitation to the twins of Liverpool was issued by the proprietor of the Shakespeare Theatre, where the twin sisters Berry were playing in "Two Little Girls in Blue."

Somewhat to his surprise 510 pairs of twins arrived; each pair produced a birth certificate, and was admitted, 250 pairs finding seats in the stalls.

The majority of the guests were girls: the oldest pair was seventy, the youngest four. Some drove up in motor-cars, while others walked from the poorest parts of the city.

VIENNA, THE CITY OF TRAGIC LAUGHTER.

CONTRASTS WITH THE GLORIOUS PAST.

"Wien lacht wieder" ("Vienna laughs still") is the title of a revue at one of the principal theatres of the capital of Austria, and I could not, even if I would, find a better slogan for the city as it is to-day. This centre of Europe, pulled to pieces, cut into slices, torn and worried, is still laughing! If you have a sense of humour you will laugh, too.

During my tour of the Balkans (and my Viennese friends will not thank me for including Austria among the Balkan countries) I have been most particularly impressed by the lack of laughter—and Vienna laughs still. True, there is not an awful lot to laugh about. There is still much unemployment, a considerable amount of suffering among the once settled rentier class, and not a little uneasiness concerning the future.

Of course, one would like to portray Vienna as that pleasant playground of musical comedy, where men in picturesque uniforms dance divinely with pretty ladies in short skirts who sip sweet champagne to the strains of a lively waltz. The Prater exists still as a combination of Wembley and any amusement park you like to mention. And that wonderful fountain with the coloured lights playing on it still reminds me of the White City of my youth. But that is not Vienna.

Smash.

What is Vienna? They still have the best light music of the world; what Vienna sings to-day London will hum some time next year, and they still care more for a lock of Beethoven's hair than for their lost territory.

Vienna is one of the birthplaces of civilisation. The hordes from the Orient hurled themselves against Vienna, and Vienna went on laughing. The city became the fourth of importance in Europe. Then came the great smash. Jews from Galicia and Italians, once the dependent people, came hurrying to Vienna and bought real estate. They own it still—and Vienna goes on laughing. The laugh to-day is more of a wry smile than a wholehearted, side-shaking laugh. But you cannot overcome the spirit.

Walking through the city I note the Viennese believe British goods are best. The shops are full of London, particularly men's wear, and still more particularly plus-fours. The "knut" of Vienna is a kernel unto himself. Once upon a time, and this is no fairy story, Vienna was in the hands of the "war winners," as this city laughingly called those we named profiteers. They bought and they bought and they bought; banks, shops, hotels, theatres, restaurants, departmental stores—the world was their oyster, and every month had an R in it for them. Men who were street messengers, clerks, shop assistants, hawkers, anything, suddenly became rich over night—and Vienna went on laughing.

Now these "war winners" have passed away—almost. Their businesses have gone smash—kaput. Vienna recognises she is the capital of a very small republic. One of the jokes the Viennese tell against themselves is this: Two men meet and one says: "What shall we do this morning?" and the other answers: "Let's walk to the frontier."

"But what can we do this afternoon?" replies his friend. "Well," says the other man, "we can walk to the other frontier." So you see, Vienna laughs still.

Minor Diplomats.

I went to call on some friends in the Ballplatz, the Whitehall, Quai d'Orsay, Wilhelmstrasse, what you will, of Vienna. Once upon a time when the Ballplatz spoke the chancelleries of Europe listened. Now they are very humble indeed. They are tremendously interested about China, but what they think does not matter; they would like to express an opinion about Russia, but who would listen? They are diplomats in a minor key.

But there is no depression, and really a wonderful amount of confidence and hope. No question of revenge or recreating an all powerful Austria; they simply want to work out their destiny, which, as most people here say, will be nothing more awe inspiring than a union with Germany, and a resulting benefit to the economic condition of Europe.

I look at the Vienna of to-day and compare it with another picture which will for ever remain in my mind. I came here, the first civilian, three days after Austria signed the armistice. Snow covered the ground. Hunger was in every home. Men and women with linked arms swayed drunkenly through the streets. They drank because drink was obtainable and food was not.

I went to a soup kitchen in the Rosenboursenstrasse. They gave out a half-pint of soup a day, and the soup consisted of hot water thickened with sawdust. On Sundays the lucky ones found a piece of horsemeat in the soup.

Vienna has not forgotten who won the war, and in those days she was not laughing.—*Daily Express.*

M. DOUMERGUE AT OXFORD.

CHARMED BY ITS GLORIES.

WHY HE CHANGED HIS SPEECH.

OXFORD.

President Doumergue, along with M. Briand, received the honorary degree of D.C.L. from Oxford University. Incidentally he spent his second day in England in seeing England, for the President drove to Oxford by motor car and saw, which had been his desire, the Buckinghamshire and Oxfordshire countryside in their full Maytime beauty.

The day was a lovely one and the sight of the trees and blossoms and greensward, leading up as they did to the lawns and towers and gates, and all the clustered glories of Oxford, made, it would seem, a deep impression on the President.

At any rate, in his reply to the motion in Convocation which granted him his degree, he broke away from the prepared text of his speech, and, without attention to the manuscript in his hand, talked almost impulsively with the delight of a country-lover about what he had glimpsed.

He spoke of the "roses and wistaria hanging in festoons" in and around the university city, of "Nature going out to meet the man immersed in work, too inclined perchance to neglect the welcoming beauty," of those fortunate colleges "where you may almost say the student has his skiff moored beneath his windows."

The city had been left for the President to see in its habitual garb. There was very wisely no attempt at marshalling sightseers or interfering with the ordinary routine, so that M. Doumergue dropped down upon the true Oxford with dons coming in and out of old gateways and hatless undergraduates in their grey and fawn flannels. The President smiled his way to the Sheldonian Theatre, where the decree was conferred, as is usual with heads of State, by diploma, and this was read in Latin the President being addressed as "*Vir celsissime!*" (most exalted man!).

M. Briand's Smile.

The President then took his seat in a carved golden chair, and it was M. Briand's turn. The great gates were thrown open and now he came escorted by mace-bearers, in his scarlet robes, bowing slightly left and right, and stood voiceless, he the greatest speaker in Europe, to hear the Public Orator greet him in the ritual Latin.

Very interesting was that Latin speech, which told how close to our hearts lay "Francogallorum Respublica," the Republic of the Frankish-Gauls, and declared who could be worthier of "academic laurel" than he whose zeal enabled academic studies to be pursued in peace.

There was a sly reference to the Cannes Conference, and as he listened a slight smile fleeted at the corners of M. Briand's impassive mouth. And it broadened when a later reference told how he warned the world in its great controversies of the need of hoping, hearing, understanding, and also, like the other Aristides of Athens, of sometimes ignoring.

A RUSSIAN DANCER AT PENANG.

COURT APPEARANCE IN UNCONVENTIONAL GARB.

AN EXPIRED VISA.

Adorned in a silk shirt with rolled-up sleeves tied with ribbons, wearing khaki 'shorts' and a new helmet on her head, a Russian woman named Helena Kiziwiz made a spectacular appearance before Mr. S. N. King in the Police Court on Wednesday afternoon, says the *Straits Echo*, charged with being in the Colony without a valid *visa* to her passport.

Chief Detective Inspector Lucey prosecuted.

Defendant: On the very day I arrived here I went to the Passport Office.

Inspector Lucey: She has no valid *visa* to stay in Penang, but has *visas* to go to Bangkok and even to Saigon.

Mr. Baughan, A.S.P., informed His Worship that the woman was formerly proprietress of a dancing company. The company arrived at Singapore from China and eventually it broke up. The woman came to Penang *en route* to India but she was refused admission to the latter place. She had obtained a transit *visa* from the Colonial Secretary, Hong Kong, but it has since expired.

His Worship: You don't propose to renew it?

Asked To Go.

Mr. Baughan: We don't and we propose to ask her to go elsewhere.

His Worship (to defendant): You are not supposed to stay here permanently.

Defendant: (speaking in 'broken' English) If the Police don't know me can I ask somebody to give a guarantee of who I am? I am not bad. Give me permission, please, to stay here for some little time more to wait for money and then I will go. The passport did not say I could not stay here.

Mr. Baughan explained that transit *visas* were of two kinds, one for a period of twelve months and another for a shorter period. The transit *visa* which had now expired was issued to the dancing company only, and it allowed them to move from place to place. The passport being out of order, the Police were not prepared to permit her to stay in Penang for any further period.

"Two Weeks More."

Defendant: I have a *visa* to every place.

His Worship: But you have no *visa* for this place and you are requested to leave here.

Defendant: Please give me two weeks more. Dr. Savage tells me to stay on for that period. He can guarantee me.

Mr. Baughan: What will happen now? We oppose bail and we can find a room for her at the jail.

His Worship: I grant her bail in the sum of $500 in one surety.

His Worship (to defendant): How soon can you get into communication with your guarantor?

Defendant: I will ring him up and ask him to come now.

The case was adjourned for one week.

£20,000 CHEQUE FRAUDS.

GANG'S WOMAN DUPE.

CLUE IN A BOX OF CIGARETTES.

BUDAPEST.

Mme. Maria B. Adamy, divorced wife of a Hungarian colonel, has been arrested, with several other persons, in connection with a series of cheque frauds, through making the acquaintance while on a visit to Nice of an Italian calling himself Marchessani.

As she presented cheques in Budapest which were drawn upon a non-existent American bank called the "Ocean Pacific," and received money for them on the strength of her social position, the police have been obliged to arrest her, though she is believed to be the dupe of a gang of scoundrels. The ringleader, Augusto Paolilo, and a woman who passed as his wife, have been arrested here. They have been living in luxury for several months past.

The man who was formerly a merchant in Trieste is alleged to have had cheque books printed with the name of the fictitious bank, and with these to have defrauded the Santo Spirito Bank in Rome of more than £9,000, assisted by a cashier at the bank—Ravelli, who has also been arrested. Paolilo came to Budapest, and he and a woman passed as Francisco Augusto, a supposed Roman advocate and former Secretary of State, and his wife. He gave out that he had been driven out of Italy as an anti-Fascist.

Telegram Ruse.

When he was arrested on suspicion of having given cheques to Madame Adamy the supposed Signora Augusto brought him a luncheon in prison. With it was a box containing cigarettes. It was carefully examined, and the words, "Take care not to betray yourself, and admit nothing," were found written in Italian in very small characters inside it. So she was arrested also.

Madame Adamy caused the arrest of Marchessani by sending a telegram to him in an assumed name, as Herr Kuhn, at Agram, saying,—"Needless to come Budapest return Nice at once." Detectives accompanied the telegram to Marchessani's hotel at Agram. At Nice he was known by the name of Kuhn.

The frauds of the gang are believed to have amounted to more than £20,000 in less than a year.

ENGLAND HONOURS GERMAN PROFESSOR.

GOLD MEDAL OF THE ROYAL AERONAUTICAL SOCIETY.

A quiet, retiring German, who cares nothing for ceremony or fame, but who is acclaimed the greatest living authority upon aerodynamics, has received from England an air honour which, in all the history of flying, has only been given to six men before.

This famous scientist is Professor L. Prandtl, of Gottingen University, and the coveted distinction conferred upon him was the Gold Medal of the Royal Aeronautical Society. Previous recipients of this award—the blue riband of aerial science—have been:—

The Wright Brothers (1909),
Professor Chanute (1910),
E. T. Busk and Professor G. Bryan (1915),
Professor Lanchester (1926).

Professor Prandtl's chief fame is associated with his researches as to the flow of unseen streams of air, and more especially with his discoveries as to the "circulation" of air round the wings of an aeroplane in flight.

Golf Ball In Flight.

As an illustration one may take the case of a golf-ball which is hit so that it has an under-spin or back-spin. As the ball rushes through the air, revolving backwards as it flies, this back-spin opposes, on the underneath side of the ball, the stream of air flowing past beneath. This sets up resistance. The air-stream flowing beneath the ball, encountering this underneath surface which is opposing the flow, is retarded.

At the same time one sees that on the top of the ball the movement will be with and not against the flow of air. This means that while the air is retarded below the ball it is accelerated over the top of it. The result is a tendency for the air to "circulate" round the ball; also for the spinning ball itself to lift or soar.

The same sort of thing, Professor Prandtl's experiments show, happens with a curved aeroplane wing when it is thrust forward at speed. The air is retarded, or gripped, underneath it, and accelerated over the top of it. The air cannot circulate completely round the wing, because the latter is in a too forward motion, but from its constant tendency to do so is derived that lifting effect which enables the wings of an aeroplane to support the machine in flight.

The presentation of the medal to Professor Prandtl was arranged to take place at a lecture he delivered before the Royal Aeronautical Society.

CAPE AND UNION JACK.

VIEWS OF GENERAL SMUTS.

PROTESTS AGAINST GOVERNMENT PROPOSALS.

Strong protests from the Empire Group in South Africa with regard to the Flag Bill, which proposes to omit the Union Jack from the new South African flag, have been sent to Mr. Baldwin and the Dominion Premiers. The Labour Party have passed a resolution in favour of a referendum on the subject, says Reuter.

A feature of the first reading of the Government Flag Bill in the House of Assembly, Capetown, was that the Opposition only carried on the debate for two hours, and nobody apart from Dr. Malan, the Minister of the Interior, spoke from the Government side. The proceedings passed off very calmly. The second reading will be taken on May 23rd. Great public interest was taken in the proceedings.

General Smuts, amid Opposition cheers, declared that the Government could not be aware of the deep feeling in the country and the danger of a state of affairs being brought about that nobody could foresee and nobody could desire. He was profoundly surprised that the Government was rushing this legislation forward.

No Coercion.

The English and the Dutch, he declared emphatically, were not races that would submit to coercion of any kind. Their characters being what they were, it was futile for the Government to try to force anything upon them even with the voice of the majority.

He recalled the reception given to General Hertzog on his return from the Imperial Conference, when the people were prepared to sink all differences of opinion and open up a new feeling of trust.

General Smuts expressed the hope that the Government would bow before the storm and withdraw the Bill instead of undoing all the good work done since the union and once more launching the country on the stormy seas of its old time troubles. The Bill was read for the first time, without a reply from the Government Benches.

Following upon meetings of protest which have been held in all parts of Natal during the past few days, fully ten thousand people gathered before the Town Hall at Durban to join in a service of re-

(*Continued on next column*).

dedication of the Union Jack. At the request of the Mayor all business in the town was suspended for an hour, and at 11 a.m. the town gardens were thronged for the service.

At a crowded meeting in Capetown City Hall to demonstrate in favour of the inclusion of the Union Jack in the Union flag, hundred were unable to find seats, and an overflow meeting had to be held outside. The audience amused themselves by singing war-time songs, the noise at times being deafening.

JUVENILES FOR CANADA.

TRAVELLING GRANT INCREASED.

Child migration to Canada will be stimulated by the Oversea Settlement Committee's announcement that the British and Canadian Governments have decided to increase from £16 to £20 their joint grant towards the travelling expenses of boys and girls settling in the Western Provinces of Canada. It has been found that £16 is insufficient for the journey to points west of Ontario, thus tending to restrict the settlement of young migrants to the Eastern and Maritime Provinces. These grants apply to children between 14 and 17 years of age who are going to Canada under the auspices of recognised voluntary societies interested in child migration, and are distinct from the free passages given to boys going to the training farms established by the joint action of the British, Canadian, and Canadian Provincial Governments. They are made under the provisions of the Empire Settlement Act. In fact, the agreement of 1923 between the two Governments to give State aid to child settlement, on the basis of equal contributions to the expenses involved, was one of the first fruits of the Act.

During the three years 1923 to 1925 an average of about 1,500 boys and girls sailed under this scheme, but last year's figures showed a slight decrease. Reports from Canada are unanimous in their praise, not only of the quality of these boys and girls, but of the manner in which, after "turning round three times," they settle down happily in their new homes. It is hoped that the addition to the grant will not only restore but increase the flow of British youths to Canada, especially to the "Far West." The demand for boys in all parts of the Dominion is many times greater than the supply.

MARINE INSURANCE AND UNSEAWORTHINESS.

NEED OF UNIFIED LAW.

In a recent number of *The Marine Underwriter*, Mr. C. Hochgraber compares, in an erudite article the German, British and French law on unseaworthiness as applied to marine insurance, and shows that while, under German law, the onus of proof of unseaworthiness is, in certain circumstances, on the shipowner, and in English law it is almost always on the underwriter, in French law there is no such thing as unseaworthiness, "*vice propre*," or inherent vice taking its place, and sometimes being covered by the policy of insurance, as, for instance, when the inherent vice arises from circumstances known to the underwriters. "With the many technicalities of the article it is not proposed to deal at the present time," says *Shipbuilding*, but the bare outline given above is sufficient to show that three great maritime nations have each a different law on a subject of considerable importance in insurance practice. That this should be so can hardly be desirable. In these days, when commerce is becoming more and more international, it is surely incongruous that the most international invisible export, marine insurance, should be governed by varied codes on any important point. Because of this, it might be well if one of those voluntary bodies which deal with international law were to turn its attention to this question of unseaworthiness, and examine the possibilities of creating a universal code for adoption by all maritime nations."

RAW OPIUM IN CALCUTTA.

COMMITTEE TO ENQUIRE INTO EXCESSIVE CONSUMPTION.

DARJEELLING.

The Government of Bengal, Department of Agriculture and Industries, Excise Branch, has issued the following press communique:—

The Government of Bengal in the Ministry of Excise have recently had under consideration the question of the excessive consumption of raw opium in the Calcutta area (in which is included the suburbs and the towns of Howrah and Bally) and in the industrial areas of Serampore and Barrackpore. In these areas the consumption of raw opium is markedly in excess of the standard of consumption which the League of Nations has laid down as suitable for a population such as that of India. The Government, therefore, have recently appointed a committee to investigate.

HEALTH BULLETIN OF EASTERN PORTS.

The health bulletin of Eastern Ports for the week ending June 17th states:—

Plague.

4 cases at Bassein.
3 cases at Bombay.
5 cases at Rangoon.
2 cases at Colombo.
1 case at Bangkok.

Cholera.

1 case at Bassein.
22 cases at Calcutta.
3 cases at Bangkok.
28 cases at Haiphong.
2 cases at Saigon.
1 case at Tourane.

Small-pox.

7 case at Alexandria.
44 cases at Calcutta.
3 cases at Madras.
2 cases at Banjermasin.
2 cases at Belawan-deli.

JAVA THE WONDERLAND

SPEND YOUR SUMMER HOLIDAYS IN JAVA.

BEAUTIFUL HILL RESORTS GLORIOUS SCENERY.

Next Sailings from Hong Kong:—

S.S. "TJISALAK" ..... 23rd June to SOURABAYA.
S.S. "TJISONDARI" ... 30th June to BATAVIA direct.
S.S. "TJIMANOEK" ... 7th July to BATAVIA direct.
S.S. "TJIKEMBANG"... 14th July to BATAVIA direct.

Special Return Tickets Issued.

For full particulars regarding fares, hotels, motor trips, etc. Apply to—

JAVA-CHINA-JAPAN LIJN.
YORK BUILDING.

Telephone C. 1574. [121

GORGONZOLA
The Prince of Cheeses

A new supply has just arrived.

THE FRENCH STORE,
8 & 9, Beaconsfield Arcade.
[A.F.B.

SPORTING.

GUNS by W. W. GREENER WEBLEY and SCOTT, and Other Makers—British, French and American.

B.S.A. Air Rifles, and Miniature Rifles, 22 Calibre, Repeating and Automatic.

SPORTING CARTRIDGES of all descriptions.

Agents for W. W. GREENER, LTD., BIRMINGHAM.

HONG KONG SPORTING ARMS AND AMMUNITION STORE,
6, BEACONSFIELD ARCADE.

Take PEPS for Coughs & Colds

The Sign of THE ADVERTISING and PUBLICITY BUREAU
Alexandra Buildings.

The Advertising Agency

...that supplies Advertisers with a Complete Service of Original Copy, Ideas, and Designs for Posters and Blocks.

...that checks all insertions in Foreign and Chinese papers for its Clients,

...that has an unrivalled and Extensive knowledge of the best media for all classes of Advertisers,

...that being independent, can place all this knowledge and experience at the free disposal of its Clients, ensuring that the money they spend on Advertising will bring them the best possible return.

Telephone Central 30

To the Publisher
"HONGKONG WEEKLY PRESS"
1A, CHATER ROAD, HONGKONG.
Please send me the
"HONGKONG WEEKLY PRESS"
from ..... 1927 to .....
addressed as follows:—

SUBSCRIPTION PAID IN ADVANCE.
$13.00 per annum for delivery in Hongkong.
$15.00 per annum to any part of the world (including postage).

MILITARY BILLIARDS

SOLDIERS' CLUB TOURNAMENT.

H.K.V.D.C. WIN TROPHY.

The three concluding matches in the final of the Soldiers' Club Billiard Tournament were played last evening at the Soldiers' Club, when the Royal Engineers, who have been the holders for the past three years, were beaten by the Hong Kong Volunteer Defence Corps team.

The Volunteers were represented throughout the final matches by members of the Portuguese Company, except in one instance, the other member of the team not belonging to this particular Company of the Defence Corps, being Corpl. E. D. Black (Armour Car Company).

When the first three matches of the final were concluded on Thursday evening, the Volunteers were leading by 136 points.

Out of six matches played, the Volunteers only lost one, that being the first one last night. By the end of the second match they were leading by 29 points in the second series, and by 165 on the two nights' play. They were, therefore, in a winning position before the third and last match began and had victory within their grasp.

The Volunteers ran out winners by 1,191 points to 1,012, thus securing the verdict by the comfortable margin of 179 points.

Last Evening's Match.

The most interesting match of the three played last night was the last between Sergt. E. A. dos Remedios (H.K.V.D.C.) and Q.M.S. Roberts (R.E.). Remedios was leading at 60, and tying at 63. Roberts then went ahead with a break of 20, and went on to make a further break of 39. Later Remedios, who had fallen away, overhauled him and eventually won the game with a four shot, after both players had stood level at 181. Remedios made a break of 15 at this stage of play, and Roberts failed to score on two visits to the table, Remedios missed his first visit after the 181 stage had been reached, but made the four shots on his second attempt, winning the match amid enthusiasm.

There was a crowded attendance of Service men (both Military and Naval) on both nights, and also representatives from the Volunteers.

Trophies Presented.

At the conclusion of play, Colonel C. Russell Brown, D.S.O., presented the trophies, in the absence of H.E. Major-General C. C. Luard, C.B., C.M.G. (General Officer Commanding South China Command) who was unable to be present owing to another engagement.

Colonel Russell Brown presented the Soldiers' Club Brilliards Tournament Cup to Sergt. dos Remedios, who was captain of the Volunteer team, and the runners-up Cup to Q.M.S. Roberts, the captain of the R.E. side.

Breaks.

Up to Thursday night, the highest break made in the tournament had been 40 by L/Bdr. Trim of the 38th Battery, R.A., but on Thursday night Pte. J. R. Soares (H.K.V.D.C.) capped this with a break of 48.

Pte. Soares received the Cup awarded for the highest break made.

Members of the two teams in the final each received a small souvenir cup.

Prior to the distribution of trophies, C.Q.M.S. Steele, the Garrison Recreation Club Sports Secretary, thanked Col. Russell Brown for presenting the prizes and also those who had assisted during the tournament.

Colonel Russell Brown expressed his pleasure at having been present, and spoke of the keen interest taken in the game.

The Complete Scores.

The complete scores in the final matches of both Thursday evening and last evening are given below:

THURSDAY'S SCORES.

Thursday's scores were:

Pte. M. M. Silver (H.K.V.D.C.) beat Spr. Rodgers (R.E.) by 200-149.

Pte. L. V. Antonia (H.K.V.D.C.) beat Signalman White (R.E.) by 200-181.

Pte. J. R. Soares (H.K.V.D.C.) beat C.Q.M.S. Rose (R.E.) by 200-134.

Total: H.K.V.D.C., 60; R.E., 464.

LAST NIGHT'S SCORES.

Scores made last night were:

Q.M.S. Higgs (R.E.) beat Corpl. E. D. Black (H.K.V.D.C.) by 200-191.

Pte. F. P. Sequeira (H.K.V.D.C.) beat Staff-Sergt. Royal (R.E.) by 200-102.

Sergt. E. A. dos Remedios (H.K.V.D.C.) beat Q.M.S. Roberts by 200-186.

Total on evening: H.K.V.D.C., 591; R.E., 548.

Grant total: H.K.V.D.C., 1,191; R.E., 1,012.

Margin won by: 179.

BRITAIN'S POPULATION.

THE GREATEST PER SQUARE MILE IN EUROPE.

HUGE GROWTH OF MEDIUM SIZED TOWNS.

The last Census was taken in Great Britain on June 19th, 1921. The General Report on it is now published within a month or two of six years later. Delays so long rob the figures of much of their value; the facts are six years stale.

England and Wales, in 1921 had a population of 640 persons per square mile. At the coresponding census the population of Germany was 345 per square mile, that of Italy 329.1, and that of France 184.4. These figures should provoke thought, if any can. They show how enormously more pressing the problem of external trade must be for us than for any of our neighbours, if our population is to be kept alive or in comfort at all. The only country with a density approaching ours is Belgium, whose last census showed 635 per square mile; but it was for a total population only one-fifth that of England and Wales—a national unit so much smaller as to be hardly comparable.

Our density, with all the difficult problems which it implies, is growing steadily. The casualties of the War and the falling birthrate have retarded the increase, but it remains large. Its local distribution is worth noting. It is found, of course, in and round the few giant cities, but elsewhere mainly in towns between 10,000 and 100,000 population. The ordinary "big towns" are not growing so much. This corresponds to common observation. Go to towns on the scale of Halifax or Bolton, and you will not usually be disturbed by much sense of change. But go to towns on the scale of Winchester or Peterborough or Basingstoke or Hereford, and you almost invariably will; the growth is in nearly all cases large, and in most ugly and planless.

This local distribution of growth presents difficulties of its own. Urban local government is usually least efficient in the smaller towns. They are not rich enough to employ the highest types of official, and their councillors are apt to be on a parochial level of ideas and ability. Hence anything like town-planning, or any sound foresight in regard to future needs of traffic, health, or amenity, are least often found in the very areas where the census shows them to be most needed.

The large surplus of women over men in 1920 was partly a result of the men's war-casualties, and will lessen in time. Yet much of it goes deeper; and remembering that in all our Dominions there is a surplus of men over women, it seems a pity that the problem of organising women's migration has not been more successfully solved. Obviously its solution would be greatly for the good of all.

MR. NEVILLE VINTCENT'S WORLD FLIGHT.

COMPANY TO BE FORMED AT HOME.

Mr. Neville Vintcent who, during the last few years has spent a considerable amount of time in the Far East in connection with aerial survey work for the F.M.S. and other governments, passed through Singapore on the transport *Nevasa*, which is homeward bound from China. Mr. Vintcent's visit to China had for its object the completion of financial arrangements with Mr. J. S. Newall, who is a pilot of long standing, and Mr. Vintcent is now going home with the intention of forming a company, which will operate two passenger-carrying machines whose first undertaking is expected to be a world flight with the object of collecting data on which to ascertain just where commercial air routes are wanted with a view to the formation of subsequent companies. Discussing his plans with Mr. S. G. Vickers, a member of the Committee and one of the founders of the Singapore Flying Club, Mr. Vintcent, whose aerial survey work extends over Sarawak, Burma, Bengal and Malaya, and who has had previous flying experience in Europe, Egypt, Palestine, Mesopotamia, Iraq, Persia and Arabia, stated that two machines, probably Bristol three-seaters, with Lucifer engines of 350 h.p. will be purchased. They will be land machines. It is hoped that they will be completed in the course of a few months and when they are ready they will be flown, one by Mr. Vintcent and the other by Mr. Newall, who is shortly leaving for England, on a world flight, the route of which will be France, Spain, Algiers, Egypt, across Mesopotamia, India, Burma, Malaya, China, Japan, across the Pacific to America, across America to New York, and across the Atlantic—probably by boat. It is expected that the flight will occupy from a year to eighteen months. Mr. Vintcent hopes to be back in Malaya, in the course of this flight, early in 1928.—*Singapore Free Press.*

FILMING GALLIPOLI.

CAMERA MAN'S EXPERIENCES.

WHAT IS THE TURK UP TO?

"It has become quite an open secret that the Turk, who is extremely suspicious of the movements of British subjects, official and private, on the Gallipoli peninsula, has something to conceal there," declares Mr. Brook-Carrington, a camera man who has just returned from the Dardanelles after taking films of the scenes of battle there.

"The presence of men and munitions, rolls of new barbed wire, and freshly-cut trenches in an area which, by the Treaty of Lausanne, was declared international, is something that the Turk naturally does not wish to be well known," he adds.

Mr. Carrington has been engaged in taking "shots" for a new film on the Gallipoli campaign, which had a trade showing in London in May. It is timed to reach Australia on Armistice Day.

Six months' negotiation were required before Mr. Tinsdale could get beyond the barrier of the Turkish Embassy in London. Even after that had been surmounted the difficulties of taking films at Gallipoli had only just begun. Finally, it was arranged that Mr. Brooks-Carrington, the camera man should travel to the Dardanelles with the St. Barnabas Pilgrimage last year. An armed guard came on board the steamer to prevent any films being taken whilst the steamer was entering the Narrows, but it seems that the camera man, under canvas, worked at top speed under the very nose of the guard. Actually there were two camera men, and whilst one of them mingled with the 300 pilgrims taking "snaps" all over the Peninsula, the second man got excellent films of all the historic battle sites.

After all kinds of vexing formalities and delays had been overcome, Mr. Brooks-Carrington set out for Chanak.

After arriving at Chunuk Bair, they were surveying the landscape when the Turkish commandant himself arrived with an armed escort, having ridden over from Kilia for the express purpose of intercepting them. The photographers refused to discontinue their work, and for the rest of the day they were under constant surveillance. Returning to Kilia the same evening, they had a further visit from the commandant who informed them that they would be permitted to photograph the cemetries the following morning accompanied by the commandant and an escort.

Treated As A Spy.

"By this time," said Mr. Brooks-Carrington, "we had realised that every Briton on Gallipoli is treated as a spy. We toured the whole of the Anzac area under these conditions, and were always treated with what is called 'dumb insolence.' Nevertheless, we filmed Suvla Bay, Anzac Cove, Ari Burnu, Walker's Ridge, Shrapnel Valley, and Russell's Top, from which Lord Kitchener viewed the whole of the front, and then returned to Kilia. The next day's tour was in the Cape Helles sector. This day our escort duly lost us, for which we were very thankful, for we were able to include scenes that otherwise would not have been permitted."

The Turks, according to Mr. Brooks-Carrington, are not allowed to have a single armed soldier within the international zone. Yet, he says, there are gendarmerie who are, in every sense of the word, soldiers. "By the Lausanne Treaty," he continued, "Britons are permitted to land on the Gallipoli side of the Dardanelles in numbers up to 150, provided they are not armed. Yet British people living in Constantinople have the greatest trouble in obtaining permission. When one has succeeded in getting there, every movement is subject to constant supervision, and every British subject is regarded as an actual, not a potential, spy."

During the visit, the pilgrim ship ran on top of H.M.S. *Triumph*, the ship for the salvage of which the Australian and New Zealand forces offered a month's pay. The night before the party left the Dardanelles a Turkish man-o'-war, with all lights out, cruised round the pilgrim ship and eventually searched it for cinema films. These, however, were carefully stowed away among the clothes of the women passengers.

The camera men returned to London from Marseilles, followed by spies. They slept on their films all night, until they were able to hand them over to the British Customs. Meanwhile a British intelligence officer, who, under instruction from the War Office, had accompanied the pilgrims unknown to anyone at the time, held up the films for six weeks until the Turkish excitement had subsided.

GERMAN WAR METHODS.

WHITEWASHING REPORT.

"MILITARY NECESSITY."

BERLIN, May 18th.

Seven years ago the National Assembly appointed a commission to investigate the war guilt questions, which delegated to its third sub-committee the duty of ascertaining whether and to what extent the military or economic measures taken during the war were in contravention of international law. This sub-committee issued its report, which shows that the investigation of all the questions is concluded with the exception of that of the violation of Belgian neutrality. The decision regarding this point is postponed until the first sub-committee, which is dealing with the events connected with the outbreak of war, issues its report.

It is already claimed in Nationalist circles that the report now issued shows that the charges made in enemy countries that Germany conducted the war in a barbaric manner are unfounded, and that the most serious violations of international law were made by the Entente Powers. The third sub-committee declares that the fact is proved that the Belgian civil population used arms against the German army, and declares further that in conducting this war the Belgian population did not follow the prescriptions for organised or unorganised national warfare.

In regard to the devastations in Northern France during the retreats of the German army in 1917 and 1918, the sub-committee declares that these were carried out for military considerations, and that as soon as the end of the war was in sight the work was done less thoroughly. It is declared, also, that the measures carried out on the occasion of the retreat to the Hindenburg line in 1917 were conducted in the belief in military necessity, and in accordance with military needs.

The sub-committee recalls the fact that the American General Sheridan so completely devastated the Shenandoah Valley in 1864 that, as he himself said, "a crow wanting to fly over the valley would have to take its own provisions with it." The air war, according to the report, was conducted by Germany, so far as orders given by the military authorities were concerned, correctly, though it was admitted that bombs may have fallen in solitary cases on a non-military goal. It was the same with the enemy, the report continues, but "it was the French who, in the Black Forest region, commenced by deliberately bombing places of no military importance." The Germans, it is added, retorted with reprisals on Paris, and "in London only places of great military importance, such as arsenals, docks, &c., were bombed, while extreme care was taken not to drop bombs in the city."

Remarkable Assertions.

The submarine war is declared to be justified in that it was a reprisal against the English blockade, which was in contravention of international law. In regard to the treatment of the wounded and of the sick, to the sinking of hospital ships, and to the employment of hospital ships for other purposes, the sub-committee finds that there were faults on both sides. It asserts there is no doubt that the French army was the first to be equipped with and to use poison gas shell in contravention of internation law. The blowing of gas into the enemy ranks, according to the report, did not conflict with the letter of The Hague prescriptions. The German "yellow and green-cross" shells were both contrary to international law, as were the French "phosgen" shells.

In regard to the deportation of Belgian workers, a minority of the members of the sub-committee insists that the German Government deliberately contravened international law in order to supply the industrial workers required to carry out the Hindenburg programme. The majority directly opposes this view. It is declared in the report, however, that the Foreign Office and the Governor-General of Belgium disapproved the measure, and, further, that the supreme military command gave as a second reason for the necessity of the deportations that, if half a million young men of military age were left without employment in the country, the few available troops could not guarantee the maintenance of order. The sub-committee declares that there is no foundation for the report that the German Government or the supreme military command produced unemployment artificially. It is unanimous in declaring that in carrying out the measure the troops inflicted hardships that might have been avoided, and equally unanimous in blaming the German Government for lack of organisation in the placing of the deported Belgians on their arrival.

2,000-YEAR-OLD THEATRE.

AND STILL "AS GOOD AS EVER."

DRAMATIC FESTIVAL IN THE SHRINE OF THE DELPHIC ORACLE.

ATHENS.

What should perhaps prove the most memorable of all modern attempts to recapture the spirit of classical antiquity is being made at this moment under the auspices of the Greek Government and the direction of the Greek poet, M. Sikelianos. A classical festival is now being held at Delphi in the excavated precinct of Apollo's sacred city, the chief feature of which is to consist in a performance of the "Prometheus Vinctus" of Aeschylus, in the original Greek, in the great theatre just above the ruins of the temple where the famous Oracle had its home.

Other experiments of the sort have been tried at different classical sites. Not long ago the "Agamemnon" of Aeschylus was performed with success in the ruined Greek theatre of Syracuse. And the neat little Roman theatre which stands near the banks of the swirling Adige in the old city of Verona has also been the scene of a revived classical play.

But no experience of the kind is likely to equal the emotions evoked by the reproduction of an ancient Greek drama in the spot which of all others was the most sacred and honoured of the whole classical world.

Seats For 2,000.

Quite apart from its unequalled associations, Delphi is admirably adapted in all material senses for the experiment. Its excavation has been one of the most satisfying pieces of work ever achieved by scientific archæology. The theatre, excavated by French scholars, looks, to quote a common expression, practically "as good as new." Its acoustics are excellent. It has about 2,000 seats in a good state of preservation.

Its situation, in a fold of the broad breast of Parnassus, high among the topmost terraces of the sacred city, and looking down on the Temple of the Oracle, is superb. And in the matter of accessibility, in the face of modern communications and more particularly in view of the arrangements which are to be made for the convenience of visitors, the choice of the site presents no difficulties for any tourist lucky enough to find himself in Athens.

An outlay of about £7 will see the visitor through the necessary expenses of the two days' festival. This sum will see him to Itea and back thorugh the Corinth Canal and past the islands of Salamis and Aegina, and will convey him by car on two successive days up the 2,050ft. of winding road which shoots upward from the plain of Amphissa to the ruins of Delphi He can return to sleep aboard his ship in Itea Roads if he so desires.

Stupendous Nature.

There are reasons why a festival of the kind at Delphi should prove more memorable than would lie the case at any other spot. No classical site preserves so thoroughly the sense of the past which literary memory has perpetuated for it. The fact is that practically all that antiquity most loved to commemorate in connection with Delphi remains to-day.

Ancient imagination as a rule was little apt to descant on the beauties of natural scenery. Yet even in the day of the shrine's greatest grandeur it was the natural magnificence of the site which dominated the impressions of poets and historians, to the exclusion of the artistic masterpieces which adorned the home of the famous Oracle. Different in this respect from other sites of antiquity, practically all that is memorable of Delphi depends on the stupendity of nature rather than on the fleeting achievements of man. For the metopes and sculptures, which Euripides described, some can still be seen in the small local museum.

Parnassus.

But it is of the clear gushing waters of the rock spring of Castalia and the "untrodden peaks" of Parnassus, as they "catch the rays of morning and pass on the torch of day to mortals," that the poets most fondly sing. Well, as the spectator sits in the theatre, the "Phaedriades," the "Shining Rocks" of the ancients, will catch the sun's rays at his back; the waters of Castalia will still flow clear and cool from their native rock below his left hand and fall with loud echoings sheer into the gorge of the Peistus far beneath, past the still flourishing planes growing on the shelf of rock where Agamemnon was reported by the legend to have planted their ancestor before he sailed for Troy.

And nature at Delphi is on such a tremendous scale—the towering mountains enclosing the deep gorge which Parnassus closes with its gigantic wall of rock are so huge, the eye roves over such a vast expanse of earth from its airy station high up on that shelf of mountain—that whether a few tiny columns of marble stand upright or lie in ruin on the ground seems to make no difference to the scene.

The passing of a whole civilisation seems to be of small moment in a place to which the eternities have been so constant.—J. S. B.-R. in *Evening Standard*.

COCKNEY HORSEMEN MAKE GOOD.

MILE END ACCENT IN THE WILDS OF AUSTRALIA.

SIR SIDNEY KIDMAN, THE STOCK-RAISING PIONEER.

The king who was willing to barter his kingdom for a horse would have been horrified by Sir Sidney Kidman, who is now on a visit to London from his Australian home.

Not long ago Sir Sidney shot six thousand of his own horses. He had too many—and they were not worth the precious grass they ate.

Sir Sidney has vast herds of cattle, sheep and horses, owns land as big as France, is one of the wealthiest men in Australia, and a pioneer who began life as a handy boy. But he never did a more remarkable thing than to introduce the accent of the Strand and Mile End-road to the Australia backblocks.

Twenty years ago he took 25 'bus drivers to become stock riders in Australia. They made good splendidly. One of them, Harry Wyatt, is Sir Sidney's right-hand man.

"And you can still tell where they learned to speak," Sir Sidney smilingly observed to an *Evening Standard* representative.

Gradual Process Now.

"I may take some fellows back with me this time. But nowadays Australia has its own young men. We need all the workers we can get, but they have to be absorbed gradually.

"All the same, if I were looking for men, I could not do better than stop a 'bus in Piccadilly and ask the driver, 'Will you come to Australia with me, my lad?' I took the first 'bus drivers because they knew horses. I would take them now because they know motors.

"I should not take Bolshevists. You don't find them out in the open—they're City growths.

Going To The Derby.

"While I'm over here—I'm not going to miss the Derby. I have horses of my own.

"Australia is the place. Stick a tree in the ground; it grows. Put some sheep in your field; you'll have a herd. Everything grows in Australia. And in a hundred years Canberra may be a new London. Don't be surprised at anything growing in Australia."

SHIPBUILDING IN ENGLAND.

SOME NEW CONTRACTS.

A comparatively lengthy list of new shipbuilding orders has just found its way to the contract books. One of the principal shipbuilding centres of the kingdom—West Hartlepool, to wit—will, as a result, experience considerably increased employment, for a local firm, Messrs. William Gray & Co., have secured orders for several of the new vessels above referred to. They are to build, and their associated concern, the Central Marine Engine Works, are to engine, a cargo steamer of 8,650 tons deadweight, to be fitted with quadruple expansion engines, and to be delivered next March. This vessel, which is to be constructed to the order of the Thompson Steam Shipping Co., Ltd., London, will, it is understood, cost about £86,000 Messrs. Gray are also to build, for Sir William Reardon Smith and Sons, Ltd., Cardiff, two steamers, each of about 8,645 tons deadweight, thus making four steamers in all under construction by Messrs. Gray for Messrs. Reardon Smith. Another order booked by Messrs. Gray is for the construction of a steamer of 8,000 tons carrying capacity for Messrs. Pyman Brothers, Ltd., London.

The above, however, by no means exhausts the list of new contracts. Messrs. Napier and Miller, of Old Kilpatrick, are to build two ferry steamers, of 17 knots, and each with accommodation for about 2,000 passengers, the owners being the Port Jackson and Manly Steamship Co., Ltd., of Sydney, N.S.W. Messrs. Cammell, Laird & Co., of Birkenhead, are to build a steamer of about 12,000 tons for Messrs. Hunting & Son, of Newcastle-on-Tyne; Messrs. Priestman, of Sunderland, have received an order from Hull owners for the construction of a cargo vessel of about 10,000 tons; two steamers, each of about 8,000 tons deadweight, have been ordered by Messrs. Lambert Brothers, Ltd., London, managers of the Temple Steamship Co., Ltd., from Messrs. Lithgows, of Port Glasgow; and a steamer of about 253ft. in length is to be constructed by Messrs. Swan, Hunter, and Wigham Richardson, of Newcastle, etc., to the order of Paterson Steamships, Ltd., of Fort William, Ontario.

ECZEMA BROKE OUT ON FEET

Formed Itchy Eruptions. Healed by Cuticura.

"My trouble first began with dry eczema which broke out on my feet in little pimples and after a time formed sore eruptions. The eruptions began to itch and burn and I had to wear old slippers. The trouble lasted about five weeks.

"I sent for a free sample of Cuticura Soap and Ointment and after using it I got relief. I purchased more, and after using four tins of Cuticura Ointment and three cakes of Cuticura Soap I was completely healed." (Signed) John Tickle, 86, Standish Lower Ground, Nr. Wigan, Lancs., Eng.

Give Cuticura Soap, Ointment and Talcum the care of your skin.

Soap and Ointment sold throughout the world. For sample each free address: F. Newbery & Sons, Ltd., 33, Banner St., London, E. C. 1. Also for mail orders with price.

Try the Cuticura Shaving Stick.

CHURCH NOTICES.

ST. JOHN'S CATHEDRAL, HONG KONG.

JUNE 19TH, 1927, 1st Sunday After Trinity:—
Holy Communion at 8 a.m
Children's Service at 10 a.m.
Matins at 11 a.m.:—
Preacher:—Rev. A. D. Stewart.
Holy Communion at 12 noon
Evensong at 6 p.m.:—
Preacher:—Rev. W. R. Cannell.
THURSDAY, June 23rd:—
Holy Communion at 7.45 a.m.
FRIDAY, June 24th, Nativity of St John's Baptist:—
Holy Communion at 7.45 a.m.

[97

UNION CHURCH (KENNEDY ROAD).

SUNDAY SERVICES, June 19th:—
Sunday School at 9.45 a.m.
Morning Service at 10.30 a.m.:—
Hymns: 129, 182, 546 and 5 3.
Evening Service at 6 p.m.:—
Hymns: 169, 487, 456 and 3 4.
Preacher both Morning and Evening:—
Rev. J. Kirk Maconachie.
WEDNESDAY, June 22nd, at 8.15 p.m.
Soldiers' and Sailors' Christian Association.

[95

FIRST CHURCH OF CHRIST, SCIENTIST.

MACDONNELL ROAD, BELOW BOWEN ROAD TRAM STATION.

SUNDAY SERVICE, June 19th, at 11.15 a.m.:—
Subject:—"IS THE UNIVERSE, INCLUDING MAN, EVOLVED BY ATOMIC FORCE?"
Wednesday Evening Meeting at 5.30 p.m.
Reading Room at above address, open:—
Tuesday and Friday, 10 a.m. to 12 Noon.
Monday and Thursday, 5 to 7 p.m.
The Public is cordially invited to attend the services and visit the Reading Room.

[87

UNCLAIMED TELEGRAMS.

AT THE GREAT NORTHERN TELEGRAPH CO.

ADDRESS	FROM
Pauline Emmett ...	...Kobe
Tycamco	Shanghai
Rogers, London Mission	Tientsin
Jueyeef in Handicraft	Paris

NO ORDERS FROM BLACK DOCTOR.

CAPETOWN HOSPITAL NURSES' STRIKE.

CAPETOWN.

The colour question, never long absent in South Africa, has once again manifested itself in an acute and unexpected form.

The nurses of the Victoria Hospital, Mafeking, who, of course, are all Europeans, have resigned in a body as a protest against the action of Dr. Molema, a native, sending his European patients, some of whom are women and girls, to the hospital and operating on them there.

The nurses object to taking orders from a native, doctor or no doctor. Although the nurses, headed by the matron, are on strike, they still render essential services to the patients out of humanitarian motives.

Dr. Molema qualified at Glasgow in 1919, and later was assistant surgeon at the Coombs Hospital in Dublin.

The stand taken by the nurses is receiving much support from South Africa in general and Nationalist members of Parliament representing Transvaal constituencies have sent a telegram highly appreciating the attitude the nurses have adopted.

A prominent Free State Nationalist member of the House of Assembly sent the nurses a message expressing the hope that their "admirable attitude will result in the termination of the intolerable practice of Europeans approaching native doctors."

NORTH GERMAN LLOYD.

MORE SHIPS AND EXTENDED ACTIVITIES.

DEVELOPMENTS ON MANY ROUTES.

The North German Lloyd is steadily increasing its fleet of ships. According to information received from the New York offices of the N.G.L., it would even seem that the company has purchased the whole of the Sud Americana's Chile business. The Companin Sud Americana of Valparaiso has quite given up its original plan of runing a competition line between Chile and New York. The Hamburg press congratulates the North German Lloyd on being the first of the big German shipping companies to succeed in again getting a foothold in the service between New York and South America.

U.S. Coastwise Trade.

The North German Lloyd has also succeeded in again securing a place in the North American coastwise trade, a much more difficult feat, as the coastwise service is, by American law, practically reserved as a monopoly for United States shipping. The N.G.L. has, however, managed to conclude an agreement with the Panama Pacific Line, according to which the goods traffic between the harbours of the Pacific coast and Bremen shall be carried on *via* New York by both lines in common, with through bills of lading. The American Shipping Board has already endorsed this arrangement. The new contract is to come into force immediately. The Panama Pacific Line belongs, it will be remembered, to the International Mercantile Marine Company (Morgan Trust), and the service is carried on by ships belonging to the American Line. At present the 12,000-ton steamship *Finland* alone plies on this route, but the service is to be extended shortly. New ships have already been ordered. The line runs between New York and San Francisco.

It is interesting, too, to note that the North German Lloyd has recently formed an insurance company of its own with a capital of M.1,000,000 for the special purpose of insuring freight transport in both directions. On the board of directors are President Heineken, Geheimrat Stimming and Director Glaessel. This new insurance company, like the Nieder Sachsen Versicherung A.G., which is associated with the Hamburg-America Line, has been established with the aim of applying the system of self-insurance to the North German Lloyd as a whole.

THORNYCROFT OUTPUT.

MARINE ENGINES AND MOTOR BOATS IN 1926.

Despite the particularly difficult conditions which have obtained throughout most of the past twelve months, John I. Thornycroft and Co., Ltd., have succeeded in maintaining a steady production of marine internal combustion engines and motor craft, the output being substantially in excess of that of the previous year.

Shipments abroad predominate to the extent of nearly 70 per cent., and in the period under review new machinery and vessels have been put into operation in practically all countries.

Contracts from Government Departments have included the British Admiralty, the Argentine, Brazilian, Colombian, Japanese, Egyptian, South African, etc., in addition to which orders from public enterprises and private owners have come from almost every part of the world.

New Models.

The new Thornycroft engine models recently produced embody the latest developments in marine engine practice, and have proved remarkably successful inasmuch as they fulfil the current demand of economy in both cost and operation, allied with which the introduction of the hire purchase system has decidedly met with satisfaction from a large circle of would-be Thornycroft owners.

The prospects for the coming year are encouraging by the fact that a number of boats of various types are in course of construction or being laid down, amongst which it may be of interest to mention briefly a 42-ft. twin screw 220 b.h.p. launch for the Singapore Government, 32-ft. launch for the Egyptian Government, shallow draft launch for trading service on the Perak River, 32-ft. launch for service in Central Africa, Customs launch for Liberia, shallow draft launch for India, and a number of high-speed launches of various sizes for Brazil.

TRAVEL DE LUXE.

WHITE STAR COMPANY'S NEW LINER.

LARGEST SHIP TO SAIL TO MONTREAL.

The cabin passenger of to-day may well imagine himself strolling along the front of a fashionable watering place. This was the vision given by the promenade of a White Star liner to Canada at a luncheon which followed the inspection in Liverpool of the *Albertic*, a steamer which recently made her maiden voyage to Montreal from Liverpool.

The vessel was formerly the *Ohio*, of the Royal Mail Co., and was engaged on the service between Southampton and New York. She has been thoroughly overhauled and fitted with every modern convenience and begins her new route across the North Atlantic with a large complement of passengers. The ship has a tonnage of 19,000 tons, and it is claimed that she is the largest steamer that will have ever gone to Montreal with passengers.

Emphasis was laid by those in charge of the ship upon her flower-laden verandahs and the general amenities which she possesses for saloon passengers, and particularly for her third-class tourists.

At the luncheon Mr. A. B. Cauty, director and general manager of the White Star Line, said that under the control of the distinguished shipowner, Lord Kylsant, he looked forward to the future with every confidence under the new shipping conditions which now existed.

Mr. Cauty commented upon the difficulty of getting names with the final letters "ic" for their fresh ships, and suggested the idea of appropriate names being sent in to the Company's publicity agent. He mentioned that the *Laurentic*, for the Liverpool-Canadian service would shortly be ready. Motoring as a fashionable pastime, he said, and we believe that motoring by vessels across the Atlantic will appeal very strongly to the travelling public. I can assure those who take advantage of the opportunity that they will find the experience very delightful.

Mr. J. Bruce Walker, director of the Department of Immigration and Colonisation for Canada, said for the first time for many years the White Star Line had become a British company. He commented on the great and gratifying increase of emigration to Canada.

VESSELS EXPECTED.

Adrastus (Blue Funnel), due July 5th.
Amazone (M.M.), due July 19th.
Antenor (Blue Funnel), due July 20th.
Arafura (E. & A.), due July 4th.
Asiatic Prince (Prince Line), due July 2nd.
Athos II. (M.M.), due August 16th.
Benares (Swedish East Asiatic), due June 28th.
Chantilly (M.M.), due August 22nd.
Chenonceaux (M.M.), due August 30th.
D'Artagnan (M.M.), due September 3rd.
Deucalion (Blue Funnel), due June 25th.
Empress of Asia (C.P.R.), due June 27th.
Franken (N.D.L.), due on Monday.
Hector (Blue Funnel), due August 24th.
Helenus, (Blue Funnel), due June 24th.
Ixion (Blue Funnel), due July 9th.
Kashgar (P. & O.), due July 7th.
Khiva (P. & O.), due September 1st.
Khyber (P. & O.), due August 4th.
Macedonia (P. & O.), due June 23rd.
Malwa (P. & O.), due September 15th.
Menelaus (Blue Funnel), due Aug. 12th.
Morea (P. & O.), due August 18th.
Ningchow (Blue Funnel), due Aug. 27th.
Novara (P. & O.), due June 28th.
Nyanza (P. & O.), due July 7th.
Patroclus (Blue Funnel), due June 22nd.
Paul Lecat (M.M.), due July 5th.
Perseus (Blue Funnel), due July 7th.
Pyrrhus (Blue Funnel), due to-morrow.
Rawalpindi (P. & O.), due July 21st.
Philoctetes (Blue Funnel), due Aug. 5th.
Rhexenor (Blue Funnel), due July 7th.
Sphinx (M.M.), due June 21st.
St. Albans (E. & A.), due June 28th.
Sunning (B. & S.), due to-day.
Takliwa (B.I. & Apcar), due on Monday.
Talma (B.I. & Apcar), due June 28th.
Tanda (E. & A.), due August 8th.
Telamon (Blue Funnel), due Aug. 19th.
Telemachus (Blue Funnel), due July 29th.
Yalou (M.M.), due July 22nd.
Tang Tse (M.M.), due on Monday.

THE BEN LINE STEAMERS, LIMITED.

FROM LEITH, MIDDLESBRO', ANTWERP, LONDON, STRAITS AND PHILIPPINES.

The Steamship "BENDORAN."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves, Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th instant, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 4th July, 1927, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 20th instant, at 10 a.m.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO., LTD.
Agents.
Hong Kong, 13th June, 1927. [5028

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, June 17th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer...	29.76	29.76	29.71
Temperature	83	82	88
Humidity ...	80	83	71
Wind—			
Direction	S	SW	SW
Force ...	3	3	3
Weather ...	O	O	C
Rain	0.06	0.00	0.00

Highest open-air Temperature, 16th : 88
Lowest open-air Temperature, 17th : 82

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

HONG KONG TIDE TABLE.

From June 18th to 24th, 1927.

Days of Week.	Date of Month.	High Water. Hong Kong Standard Time.	Height.	Low Water. Hong Kong Standard Time.	Height.
		h. m.	ft. in.	h. m.	ft. in.
Sat.	18	m 0 8	3 8	m 3 42	3 1
		m10 23	7 7	6 16 a	0 3
Sun.	19	m 1 7	3 8	m 4 18	3 2
		m11 9	7 5	7 8 a	0 5
Mon.	20	m 2 8	3 8	m 5 6	3 4
		0 2 a	7 1	8 4 a	0 7
Tues.	21	m 3 8	3 9	m 6 8	3 6
		1 6 a	6 5	9 2 a	1 0
Wed.	22	m 4 4	4 3	m 7 43	3 7
		2 32 a	5 8	9 57 a	1 4
Thur.	23	m 4 53	4 7	m 9 49	3 5
		4 9 a	5 4	10 48 a	1 8
Fri.	24	m 5 34	5 2	m11 37	2 9
		5 32 a	5 0	11 25 a	2 1

FOR EUROPE AND AMERICA, INDIA, AUSTRALIA, &c.

Comprehensive and Complete Report of the NEWS OF THE FAR EAST

Is given in the "HONG KONG WEEKLY PRESS," with which is incorporated "THE CHINA OVERLAND TRADE REPORT."

30 Cents per Copy.

Subscription, paid in advance—$13 per annum for delivery in Hong Kong; including Postage to any part of the world—$15.

CONSIGNEE NOTICES.

THE BEN LINE STEAMERS, LIMITED.

FROM LEITH, MIDDLESBRO', ANTWERP, LONDON AND STRAITS.

The Steamship "BENARTY."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the HONG KONG AND KOWLOON WHARF AND GODOWN COMPANY, LTD., whence, and/or from the wharves Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th instant, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 8th July, 1927, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 24th instant, at 10 A.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO., LTD.,
Agents.
Hong Kong, 17th June, 1927. [5042

NOTICE TO CONSIGNEES.

PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.'S STEAMER "ALIPORE."

ARRIVED HONG KONG ON 17TH JUNE, 1927.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed AT THEIR RISK in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed.

This vessel brings on Cargo from Persian Gulf ex B.I.S.N. and B. & P.S.N. Co.'s Steamers.

Optional Goods will be landed here unless instructions have been given to the contrary Six hours before arrival of the Steamer.

Goods not cleared within 8 days including date of arrival will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors Messrs. GODDARD & DOUGLAS at 10 a.m. on Mondays and Thursdays, within the Free Storage period.

All Claims against the Steamer must be presented to the Undersigned on or before 7th July, 1927, or they will not be recognized.

No Claims will be admitted after the Goods have left the Godown.
MACKINNON, MACKENZIE & Co.,
Agents.
Hong Kong, June 17th, 1927. [5043

ON SALE.

HONG KONG HANSARD REPORTS of the MEETING of the LEGISLATIVE COUNCIL for the Session 1923.

Revised by Members.

PRICE ... ... $5.

HONG KONG DAILY PRESS OFFICE.

NOTICE TO CONSIGNEES.

"ELLERMAN" LINE.

FROM EUROPE.

THE Steamship "CITY OF CHESTER" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 22nd June, 1927, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before 29th June, 1927, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and Noon, within the Free Storage period of One Week.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
THE BANK LINE, LTD.,
General Agents.
Hong Kong, 16th June, 1927. [5033

PRINCE LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK

THE Motor Vessel "CHINESE PRINCE" having arrived from the above Port on 11th instant, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Friday, 17th instant, at 10 a.m.

All Claims must be presented within Fifteen days of the Vessel's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th instant, will be subject to Rent.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
FURNESS (FAR EAST), LTD.,
2nd Floor, King's Building,
Connaught Road, Hong Kong.
Telephone No. 3165.
Hong Kong, 11th June, 1927. [5026

HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Motor Vessel "ERMLAND" having arrived, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong & Kowloon Wharf & Godown Company's godowns at Kowloon, where Delivery can be obtained as the Goods are landed.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th June, 1927, will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 16th June, 1927, at 10 a.m., by our Surveyors, Messrs. Goddard and Douglas.

All Claims must reach us before the 26th June, 1927, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will countersigned by the undersigned.

JEBSEN & CO.,
Agents.
Hong Kong, 10th June, 1927. [5021

HAMBURG-AMERIKA LINIE,

INCLUDING

HUGO STINNES LINIEN

COMBINED FREIGHT AND PASSENGER SERVICE.
CABIN CLASS ACCOMMODATION FOR 50 PASSENGERS.
FARE FROM HONG KONG TO GENOA—£73. 0s. 0d.

OUTWARD.

Sailings from Europe for Shanghai and Japan :—

M.S. "VOGTLAND" (F.A.L.) ..... due here on or about the 1st July
M.S. "MUENSTERLAND" (H.St.L.)... due here on or about the 14th July
S.S. "OLDENBURG" (H.A.L.) ... due here on or about the 29th July
S.S. "ADOLF V. BAEYER" (H.St.L.) due here on or about the 15th Aug.
S.S. "SAARLAND" (H.A.L.) ... ... due here on or about the 28th Aug.

HOMEWARD.

Sailings for Europe via Manila, Singapore, Colombo & Port Said :—

a S.S. "TIRPITZ" (H.St.L.) ... sailing from here on or about the 23rd June
‡ M.S. "RAMSES" (H.A.L.).... sailing from here on or about the 4th July
b M.S. "ERMLAND" (H.St.L.) ... sailing from here on or about the 16th July
‡ M.S. "VOGTLAND" (H.A.L.) ... sailing from here on or about the 3rd Aug.

* Calling at Rotterdam and Hamburg.
‡ Calling at Genoa, Rotterdam and Hamburg.
a Calling at Genoa, Marseilles, Rotterdam and Hamburg.
b Calling at Genoa, Marseilles, Rotterdam, Hamburg and Antwerp.

For Freight, Passage and further Particulars please apply to

JEBSEN & CO.

12, Pedder Street. Tel. C. 2225.
16] Tel. C. 4754.

M. M. MM MESSAGERIES MARITIMES

LIGNES COMMERCIALES (CARGO BOATS).
Monthly Sailings direct to HAMBURG, ROTTERDAM, DUNKIRK:—
s/s "LT. ST. LOUBERT-BIE" ... ... 4th July.
s.s. "YANG TSE" due to arrive from DUNKIRK, LONDON, HAVRE about the 21st June.

SERVICES CONTRACTUELS (MAIL SERVICE)

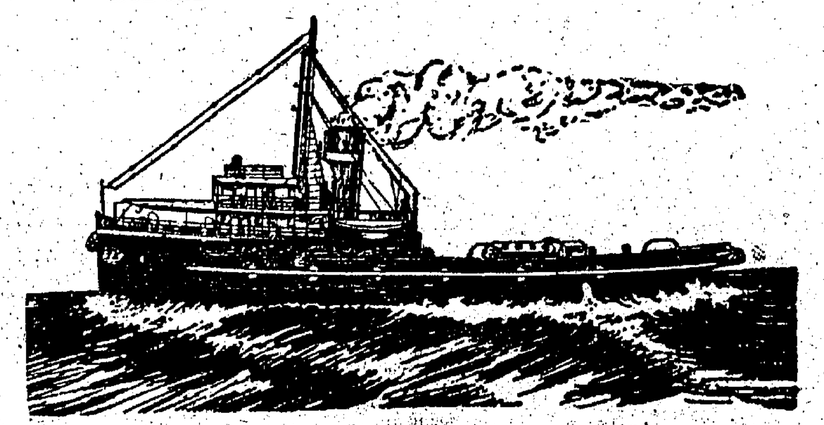
Steamers.	Sailings from Marseilles.	Arr. at Hong Kong & Sailings for Shanghai and Japan.	Sailings from Hong Kong for Marseilles.
ANGERS ... ...B	—	—	21st June
PORTHOS ... ...A	—	—	5th July
SPHINX ... ...A	20th May	21st June	19th July
PAUL LECAT ... ...A	3rd June	5th July	2nd Aug.
AMAZONE ... ...B	17th June	19th July	16th Aug.
CHANTILLY ... A/B	1st July	2nd Aug.	30th Aug.

RATES OF PASSAGE MONEY TO MARSEILLES
(including Table Wine and Free Doctor's Attendance).
A CLASS { 1st Class...£ 99. 0d. 0d. | B CLASS { 1st Class...£ 85. 0s. 0d.
STEAMERS { 2nd " ...£ 70. 0d. 0d. | STEAMERS { 2nd " ...£ 61. 0s. 0d.
Through Tickets to London and Leading Towns of Europe.
Accommodations reserved in the Trains at Marseilles.
(Sailings subject to alteration without notice).
For full Particulars, apply to:—
Cie. des MESSAGERIES MARITIMES,
3, QUEEN'S BUILDING.
Telephone: Central 740.
CONSIGNATION—TRANSIT—REPRESENTATION. [2.

The HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.
CODES USED: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition; Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers Iron and Brass Founders, Forge Masters, Electricians.



Steel Twin-Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built, engined and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong, for their own service, 1921. Length 165' B.P., Breadth 34' (m), Depth 17' (m), I.H.P. 2,000. Fitted with electrically driven submersible and centrifugal pumps, air compresser, wireless, searchlight and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager,

R. M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK, HONG KONG

SHIPBUILDERS.
SHIP REPAIRERS,
BOILER MAKERS.
FORGE MASTERS,
OXY-ACETYLENE AND ELECTRIC WELDERS.
MECHANICAL AND ELECTRICAL ENGINEERS.

THE TAIKOO DOCKYARD & ENGINEERING COMPANY OF HONGKONG, LIMITED.

—DRY DOCKS.—
Length 787 Feet.
Length on Blocks 750 Feet.
Depth on Centre of Sill (H.W.O.S.T.) 34 ft. 6 ins.
—THREE SLIPWAYS.—
Capable of Handling Ships Up to 8,000 Tons Displacement
Electric Crane at Sea Wall, Capable of Lifting 100 Tons at 70 Feet Radius

BUTTERFIELD & SWIRE, Agents,
HONGKONG, CHINA & JAPAN.
TEL. ADDRESS: "TAIKOODOCK, HONGKONG."
TELEPHONE No. 212.
CALL FLAG: "C" OVER "ANS. PENNANT." [61

OVER HALF A CENTURY REPUTATION
DR. LE CLERC'S PILLS FOR THE LIVER & KIDNEYS
INVALUABLE for DISEASES of those IMPORTANT ORGANS, GRAVEL, BACKACHE, GOUT, RHEUMATISM, &c.
PRICE 2s. Leading Chemists, or Post Free from DR. LE CLERC MED. CO., Haverstock Rd N.W. 5 London.
DR. LE CLERC'S VEG. APERIENT PILLS. Price 2s. 9d. FOR BILE
DR. LE CLERC'S ANÆMIA Price
SAFE AND RELIABLE FOR LADIES ALWAYS
DR. LE CLERC'S SOAP 1s. or 6 Tablet
TAYLOR'S Chemical Works 2002 CROYDON

ON SALE.

BOUND VOLUMES of the *HONG KONG WEEKLY PRESS*, January to June, 1926.
WITH INDEX, PRICE—$7.50.
On sale at the HONG KONG DAILY PRESS Office.

CHINA NAVIGATION
COMPANY, LIMITED.

AMOY, SWATOW & SINGAPORE	"ANTUNG"	On 19th June,	6 a.m.
SWATOW & BANGKOK	"KWANGCHOW"	On 19th June,	10 a.m.
SHANGHAI & TSINGTAO	"SINKIANG"	On 19th June,	4 p.m.
SWATOW, SHANGHAI, NEWCHWANG & DALNY	"LUCHOW"	On 20th June,	2 p.m.
HAIPHONG	"HUICHOW"	On 21st June,	10 a.m.
AMOY, SHANGHAI & TSINGTAO	"SUNNING"	On 22nd June,	6 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"CHINKIANG"	On 22nd June,	6 a.m.
SHANGHAI & TSINGTAO	"SHANTUNG"	On 25th June,	4 p.m.
BANGKOK	"KIUNGCHOW"	On 26th June,	6 a.m.
SWATOW & SHANGHAI	"LINAN"	On 26th June,	Noon

SALOON PASSAGE RATES, HONG KONG TO SHANGHAI and *vice versa*, Have Now Been Reduced To
$60 SINGLE AND $90 RETURN.
For Freight or Passage apply to— BUTTERFIELD & SWIRE.
TELEPHONE CENTRAL 36. Agents.
CARGO AND BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE. [4

AUSTRALIAN-ORIENTAL LINE, LIMITED.
"CHANGTE" & "TAIPING"
THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM
HONGKONG TO AUSTRALIAN PORTS
VIA MANILA AND THURSDAY ISLAND.
Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.
EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY—19 DAYS.

STEAMER	DUE HONG KONG ON OR ABOUT	SAILING HENCE ON OR ABOUT
CHANGTE	In Port	18th June
TAIPING	8th July	15th July
CHANGTE	9th August	16th August
TAIPING	6th September	13th September

For Freight and Passage Apply to—BUTTERFIELD & SWIRE.
TELEPHONE: CENTRAL 36. Agents. [5

BOSTON, NEW YORK AND BALTIMORE
JOINT SERVICE OF THE
BLUE FUNNEL LINE"
(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)
AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S.	"AGAPENOR"	Via Suez Canal	3rd July.
S.S.	"CITY OF CHESTER"	Via Suez Canal	17th July.
S.S.	"HELENUS"	Via Suez Canal	31st July.
S.S.	"CITY OF BEDFORD"	Via Suez Canal	14th August.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to Change without Notice
For Freight and Particulars, apply to—
BUTTERFIELD & SWIRE, OR THE BANK LINE, LTD., HONG KONG
HONG KONG & CANTON. JARDINE, MATHESON & Co., LTD., CANTON. [21

PRINCE LINE
IMPROVED SERVICE
BY
FAST MOTOR VESSELS
TO
BOSTON
AND
NEW
YORK

M.V. "ASIATIC PRINCE" ... ... 2nd July, 1927

For Freight and Full Particulars, apply to—
FURNESS (FAR EAST), LIMITED.
Telephone: Central 3165. (Incorporated in Great Britain)
Telegrams: Furnprince. King's Building. [19

HOLLAND EAST ASIA LINE of the United Netherlands Navigation Company.
Regular Four-weekly Service between
Japan, Vladivostock, China, Hong Kong, Manila, Singapore
and
Genoa, Rotterdam, Amsterdam, Hamburg, Bremen and North Continental Ports

SAILINGS FOR EUROPE:

s.s. "GEMMA"	... ...	10th July, 1927
s.s. "ZOSMA"	... ...	7th Aug., 1927

ARRIVALS FROM EUROPE:

s.s.	"OSMA"	27th June, 1927
s.s.	"OOSTKERK"	25th July, 1927

All Steamers have a Limited Accommodation for Passengers.
For Freight, Passage and further Particulars, Please Apply to—
JAVA-CHINA-JAPAN LYN,
Agents,
Telephone Central No 1574. York Building [11

Shipping News Arrivals and Departures, etc.

ARRIVALS.

June 16th.

Chenan, British str., 1,355 tons, Capt. T. G. Beer, from Canton, with a general cargo, lying at buoy No. B9.—B. & S.

Kairyu Maru, Japanese str., 1,559 tons, Capt. Y. Mori, from Keelung, which port she left on June 13th, with a cargo of coal, lying at buoy No. C49.—M.S.K.

Limchow, French str., 1,416 tons, Capt. Meon, from Haiphong and Pakhoi, with a general cargo, lying at buoy No. C46.—Sing Kee.

Song Bo, French str., 720 tons, Capt. J. Bonnamour, from Canton, with a *nil* entry lying at buoy No. C38.—Messageries Maritimes.

Taijun Maru, Japanese str., 1,281 tons, Capt. K. Miyazaki, from Kongmoon, with a *nil* entry, lying at Stonecutters.—M.B.K.

Tonkin, French str., 907 tons, Capt. F. L. Morvan, from Haiphong, which port she left on June 14th, with a general cargo, lying at buoy No. A28.—Messageries Maritimes.

June 17th.

Alipore, British str., 3,241 tons, Capt. H. Elliott-Smith, from Bombay and Singapore. The latter port she left on June 11th, with cotton and general cargo, lying at Kowloon Wharf.—Mackinnon, Mackenzie & Co.

Benarty, British str., 3,684 tons, Capt. H. W. Bee, from London *viâ* ports. She left Singapore on June 12th, with a general cargo, lying at Kowloon Wharf.—Gibb, Livingstone & Co.

Kalyan, British str., 5,679 tons, from Singapore, which port she left on June 12th, with a general cargo, lying at Kowloon Wharf.—Mackinnon, Mackenzie & Co.

Luchow, British str., 1,221 tons, Capt. F. W. Potter, from Shanghai *viâ* Amoy, with a general cargo, lying at buoy No. B11.—B. & S.

Theseus, British str., 4,294 tons, Capt. Jones, from Shanghai, which port she left on June 14th, with a general cargo, lying at buoy No. A4.—B. & S.

CLEARANCES.

June 17th.

Aki Maru, for Nagasaki.
Alipore, for Shanghai.
Chenan, for Shanghai.
City of Chester, for Shanghai.
Corona, for Chinwangtao.
Dorry, for Hoihow.
Fook Hong, for Hongay.
Fuh Tai, for Sandakan.
Hai Ching, for Swatow.
Helikon, for Hoihow.
Kum Sang, for Singapore.
Luchow, for Canton.
Song Bo, for Kwang Chow Wan.
Tak Hing, for Amoy.
Taijun Maru, for Keelung.
Tonkin, for Haiphong.
Yendai Maru, for Canton.

WARSHIPS IN PORT.

Warships in port yesterday were:—
South Wall Basin, *Marazion*; East Wall Basin, *L.2*, *L.3*, *L.15* and *L.19*; North Arm, *Caradoc*; West Wall Dock, *Wishart*; In Dock, *Titania* and *Cicala*; Taikoo Dock, *Aphis* and *Foxglove*; Kowloon Dock, *Ladybird*; Buoy 4, *Wolverine*; Buoy 5, *Hawkins*; Buoy 6, *Frobisher*; Buoy 7, *Delhi*; Buoy 8, *Dauntless*; Buoy 11, *Bruce*; Buoy 12, *Wolsey*; Buoy 13, *Woolston*; Buoy 18, *Ruthenia*; Buoy 25, *Kharki*; Buoy 2A, *Maine*; Kowloon Anchorage, *Vindictive* and *Fortal*; Oil Fuel Jetty, *Belgol*; Foreign Men-o'-War, *Patria* (Portuguese) and *Vigilante* (French).

PASSENGERS.

ARRIVALS.

Per P. & O. s.s. *Kalyan*, London:—Mr. R. Aubrey, Mr. J. M. Cox, Mr. D. Mansfield, Mr. N. Roper, Mr. B. T. Simons, Mr. A. N. Brandè, Mrs. F. Lloyd, Mr. H. West, Lt.-Com. J. Mudford, Mr. and Mrs. Pengelley, Mr. and Mrs. P. Brindley and two children, Pay Lt.-Com. F. Lloyd, Capt. and Mrs. A. C. Thomson and child, Lt. A. E. J. Booth, Mr. J. Gruning, Surg. Lt. E. Bevis, Mr. T. V. Brown, Mr. H. Tollervey, Pay Com. L. R. Barkey, Mr. C. Byrd, Mrs. G. Wayte Wood, Mr. C. Eckersley, Mr. Hodgson, Mr. and Mrs. Van Ogen, and two children, Mrs. F. Jennings, and Mr. G. Edlin.

Per s.s. *Aki Maru* from Australia on June 16th:—Mr. Schulong, Mrs. Suttie Jessie Wilson, Miss Margaret Suttie, Mrs. Margaret Mack, Miss Millicent Mack, Mr. Ernest Watson, Mr. Ah Wing, Mr. Ang Fo By, Mrs. Macaria Yan, Miss Pay Lee, Mr. Lee M. San, Mrs. E. C. Macapagar, Miss Felisa M. Raquid, Mr. and Mrs. Baurto, Mr. Chan Chey, Mr. G. Goyena, Mr. S. Iida, Mr. S. Tanaka, Mr. S. Makihara, Mrs. H. Makihara, Mr. Trip Howard, Mrs. Constance Mott, Mr. A. Hoshi, Mr. J. Miyazawa, Mrs. S. Miyazawa, Master Y. Miyazawa.

DEPARTURES.

Per s.s. *Aki Maru*, for Japan on June 17th:—Mr. and Mrs. Miyazawa, Mr. S. Tanaka, Mr. S. Iida, Mr. Edward des Voeux, Mr. and Mrs. Makihara, Mr. Y. Murakami, Mr. Tripp, Mr. Joseph Duguid, Mrs. Mott, Mr. M. Atsumi, Mr. S. Takaki, Mr. S. Hamazaki, Mr. J. Okanishi, Mrs. H. C. Mack, Miss M. Mack, Mr. H. Kimugasa, Miss T. Takeshita, Mr. E. Watson, Mr. Okazaki, Mr. Yamazaki, Mr. Hoshi, Mr. T. Funatsu, Mr. Mui Pui Tung, Mrs. Hayami, Mrs. Yamazaki, Mr. and Mrs. K. Ichiki, Mr. Li Sin Chi, Mrs. T. Watabe.

European passengers departed per s.s. *Changte*, to-day (June 18th) for Australian ports *viâ* Manila are:—Mrs. L. M. Dimond, Miss M. P. Dimond, Mr. and Mrs. E. White, Mr. A. A. Rowan, Mr. J. Imamura, Mr. A. C. Breguet, Mr. N. Jimenea, Mrs. Helen Kravitz, Mr. D. Sinhalaka, Mr. and Mrs. G. M. Olvera, Mr. M. Hart, Mr. A. McKirdy, Mrs. T. Acton, Mr. and Mrs. J. Jimenea, Mr. and Mrs. S. M. Cowles and infant, Master B. T. Cowles, Master S. M. Cowles, Mr. R. Kerr, Mrs. A. Hughes, Miss A. Sydenham, Mr. W. Aarons, Mr. H. J. Apling, Mr. P. Hunt, Mr. and Mrs. K. G. Hobart, Miss E. R. Hobart, Master C. Hobart, Mr. J. Reyes, Mr. R. Fox, and Mr. R. Keen.

SHIPPING MOVEMENTS.

The *Sunning* left Shanghai on on June 14th (*viâ* Amoy) and is due here to-day, with five packages of mails.

SUNRISE AND SUNSET IN HONG KONG.

FOR JUNE, 1927.

STANDARD TIME OF THE 120th MERIDIAN, EAST OF GREENWICH.

Date.	*Sunrise.*	*Sunset.*
June 18th	5.38 a.m.	7.09 p.m.
,, 19th	5.39 ,,	7.09 ,,
,, 20th	5.39 ,,	7.10 ,,
,, 21st	5.39 ,,	7.10 ,,
,, 22nd	5.39 ,,	7.10 ,,
,, 23rd	5.40 ,,	7.10 ,,
,, 24th	5.40 ,,	7.10 ,,
,, 25th	5.40 ,,	7.10 ,,
,, 26th	5.40 ,,	7.11 ,,
,, 27th	5.40 ,,	7.11 ,,
,, 28th	5.41 ,,	7.11 ,,
,, 29th	5.41 ,,	7.11 ,,
,, 30th	5.41 ,,	7.11 ,,

DOLLAR STEAMSHIP LINE
AND
AMERICAN MAIL LINE
JOINT TRANS-PACIFIC SERVICE
A Regular Weekly Sailing
TO SAN FRANCISCO OR SEATTLE.
THE "PRESIDENT LINERS"

TO SAN FRANCISCO VIA HONOLULU SHANGHAI KOBE AND YOKOHAMA.
"THE SUNSHINE BELT"

PRESIDENT TAFT	...	Tuesday, June 20th, midnight
PRESIDENT JEFFERSON	...	Tuesday, July 5th
PRESIDENT GRANT	...	Tuesday, July 19th
PRESIDENT MADISON	...	Tuesday, Aug. 2nd
PRESIDENT JACKSON	...	Tuesday, Aug. 16th

Thereafter Fortnightly Sailings on Tuesdays.

HONG KONG TO EUROPE SPECIAL LOW RATES
Via San Francisco or Seattle
£120 £112
DIRECT CONNECTIONS WITH ALL ATLANTIC LINES
Choice of railway line across United States and Canada, with liberal stop-over privileges for Sightseeing. Ask for information. Following are suggested itineraries:—

From Hong Kong		Via	Connecting with Steamship	From N. York		Arriving at	
June	21	San Francisco	Homeric	July	23	C'brg-S'hmptn	July 29
June	29	Seattle	Leviathan	Aug.	1	P'mth-C'brg	Aug. 7
July	5	San Francisco	Majestic	Aug.	6	C'brg-S'hmptn	Aug. 12
July	13	Seattle	Berengaria	Aug.	10	C'brg-S'hmptn	Aug. 16
July	19	San Francisco	Leviathan	Aug.	20	P'mth-C'brg	Aug. 26
July	27	Seattle	Aquitania	Aug.	24	C'brg-S'hmptn	Aug. 30
Aug.	2	San Francisco	Majestic	Sept.	3	C'brg-S'hmptn	Sept. 9
Aug.	10	Seattle	Mauretania	Sept.	6	P'mth-C'brg	Sept. 12
Aug.	16	San Francisco	Olympic	Sept.	17	C'brg-S'hmptn	Sept. 23
Aug.	24	Seattle	Berengaria	Sept.	21	C'brg-S'hmptn	Sept. 27
Aug.	30	San Francisco	Homeric	Oct.	1	C'brg-S'hmptn	Oct. 7
Sept.	7	Seattle	Aquitania	Oct.	5	C'brg-S'hmptn	Oct. 11

TO SEATTLE AND VICTORIA VIA SHANGHAI, KOBE AND YOKOHAMA.
"THE FAST SHORT ROUTE"

PRESIDENT McKINLEY	...	Wednesday, June 29th
PRESIDENT LINCOLN	...	Wednesday, July 13th
PRESIDENT CLEVELAND	...	Wednesday, July 27th
PRESIDENT PIERCE	...	Wednesday, Aug. 10th
PRESIDENT TAFT	...	Wednesday, Aug. 24th

Thereafter Fortnightly Sailings on Wednesdays.

TO EUROPE AND NEW YORK.
VIA MANILA, STRAITS, COLOMBO, SUEZ—PORT SAID—ALEXANDRIA—NAPLES—GENOA—MARSEILLES
Thence to BOSTON and NEW YORK.

PRESIDENT WILSON	...	Tuesday,	June 21st,	8.00 a.m.
PRESIDENT VAN BUREN	...	Tuesday,	July 5th,	8.00 a.m.
PRESIDENT HAYES	...	Tuesday,	July 19th,	8.00 a.m.
PRESIDENT POLK	...	Tuesday,	Aug. 2nd,	8.00 a.m.
PRESIDENT ADAMS	...	Tuesday,	Aug. 16th,	8.00 a.m.

Thereafter Fortnightly Sailings on Tuesdays.

TO MANILA.

PRESIDENT WILSON	...	June 21st,	8.00 a.m.
PRESIDENT McKINLEY	...	June 21st,	6.00 p.m.
PRESIDENT JEFFERSON	...	June 27th,	6.00 p.m.
PRESIDENT VAN BUREN	...	July 5th,	8.00 a.m.
PRESIDENT LINCOLN	...	July 5th,	6.00 p.m.

For Passenger and Freight Rates apply to
THE ROBERT DOLLAR CO.
GENERAL AGENTS.
HONGKONG AND SHANGHAI BANK BUILDING (GROUND FLOOR).
Telephones: Central 2177, 2478 & 795.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
SAILINGS SUBJECT TO ALTERATIONS.

CANTON	"HOPSANG"	Sunday,	19th June, at 9 a.m.
TSINGTAU via SWATOW & SHANGHAI	"FOOSHING"	Sunday,	19th June, at 10 a.m.
TSINGTAU via SWATOW & SHANGHAI	"HOPSANG"	Wednesday,	22nd June, at 10 a.m.
STRAITS & CALCUTTA	"KUTSANG"	Thursday,	23rd June, at 3 p.m.
HAIPHONG	"MINGSANG"	Friday,	24th June, at 10 a.m.
TSINGTAU via SWATOW & SHANGHAI	"KWAISANG"	Sunday,	26th June, at 10 a.m.
STRAITS & CALCUTTA	"SUISANG"	Sunday,	26th June, at 3 p.m.
TIENTSIN	"CHEONGSHING"	Monday,	27th June, at 5 p.m.
TSINGTAU via SWATOW & SHANGHAI	"KWONGSANG"	Wednesday,	29th June, at 10 a.m.
SANDAKAN	"HINSANG"	Wednesday,	29th June, at 3 p.m.
OSAKA via AMOY, MOJI & KOBE	"LAISANG"	Friday,	1st July, at 7 a.m.
TSINGTAU via SWATOW & SHANGHAI	"HANGSANG"	Sunday,	3rd July, at 10 a.m.
SHANGHAI via AMOY	"CHAKSANG"	Tuesday,	5th July, at 7 a.m.
STRAITS & CALCUTTA	"NAMSANG"	Friday,	8th July, at 3 p.m.
OSAKA via AMOY, SHANGHAI, MOJI & KOBE	"HOSANG"	Tuesday,	12th July, at 7 a.m.

For Freight or Passage, apply to—
JARDINE, MATHESON & CO., LTD.,
GENERAL MANAGERS.
TELEPHONE: CENTRAL No. 215. [8

GLEN LINE.
FARE: HONG KONG TO LONDON £82.
LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Steamship	"CARNARVONSHIRE" (via Oran)		8th July.
Steamship	"PEMBROKESHIRE" (via Oran)		27th July.
Motor Vessel	"GLENOGLE"	... ...	24th August.
Motor Vessel	"GLENGARRY"	... ...	21st September.

SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

Steamship	"GLENIFFER"	Due Hong Kong. 23rd June.
Motor Vessel	"GLENOGLE"	7th July.
Motor Vessel	"GLENAMOY"	26th July.
Motor Vessel	"GLENGARRY"	4th August
Motor Vessel	"GLENAPP"	18th August

For Freight, Passage and further Particulars, apply to:
JARDINE, MATHESON & CO., LTD.
9] AGENTS: THE GLEN LINE, LTD.

DODWELL & CO., LTD.
NEW YORK BERTH.
FOR NEW YORK AND BOSTON VIA SUEZ.

LLOYD TRIESTINO.
REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).
TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.
REDUCED PASSAGE RATES

BRINDISI, VENICE & TRIESTE ...	£72. 10s. 0d.
LONDON	£80. 0s. 0d.

NEXT SAILINGS.
OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

	From Hong Kong.
M.V. "VIMINALE"	Sails on or about 23rd June
M.V. "REMO"	Sails on or about 21st July

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

	From Hong Kong.
M.V. "ROMOLO"	Sails on or about 28th June
M.V. "VIMINALE"	Sails on or about 26th July
M.V. "REMO"	Sails on or about 23rd August

NATAL LINE OF STEAMERS
FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S.	"UMVOLOSI"	Sails from Calcutta 30th June
S.S.	"UMZUMBI"	Sails from Calcutta 31st July

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hong Kong.

For Freight or Passage on any of the above Lines, apply to:—
DODWELL & CO., LIMITED.
Telephone: Central 1030. Agents.
[17

DOUGLAS STEAMSHIP CO., LIMITED.
HONG KONG & SOUTH CHINA COAST PORT SERVICE.
REGULAR SERVICE of Fast, High Class Coast Steamers. Sailings subject to alteration without notice.
FOR
SWATOW, AMOY & FOOCHOW
AND RETURN
(Occupying 8 to 9 Days)

HAINING	... ...	Tuesday,	the 21st June, at 2 p.m.
HAIHONG	... ...	Friday,	the 24th June, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier). Round Trip Tickets will be issued from Hong Kong to Foochow (Pagoda Anchorage) or *vice versa* and Return by the same Steamer at the Reduced Rate of $50.00 including Meals while the Steamer is in Port.
For Freight and Passage apply to—
DOUGLAS LAPRAIK & CO.,
General Managers.

QUICKEST TIME ACROSS THE PACIFIC.

NEXT SAILING

TO THE

PACIFIC COAST

S.S. "EMPRESS OF RUSSIA"

WILL BE DESPATCHED FROM

HONG KONG at 10.00 a.m.

WEDNESDAY, 22nd JUNE

FOR VICTORIA & VANCOUVER

VIA

SHANGHAI AND JAPAN PORTS.

CANADIAN PACIFIC EXPRESS

TRAVELLERS CHEQUES PAYABLE THE WORLD OVER.
THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. C. 752. Cables: "CANPAC."
Freight and Express: Tel. C. 42. Cables: "NAUTILUS." [15

N.Y.K. LINE

SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
*KOREA MARU ... ... Tuesday, 28th June, at 10 a.m.
SHINYO MARU (Calls Keelung)... Tuesday, 12th July, at 9 a.m.
*SIBERIA MARU ... ... Tuesday, 26th July, at 10 a.m.
*Calls Keelung & Los Angeles.

LONDON via Singapore, Suez, Marseilles & Ports.
SUWA MARU ... ... Saturday, 18th June, at 11 a.m.
FUSHIMI MARU ... ... Saturday, 2nd July, at 11 a.m.
HAKOZAKI MARU ... ... Saturday, 16th July, at 11 a.m.

SYDNEY & MELBOURNE via Manila & Ports.
TANGO MARU ... ... Wednesday, 22nd June, at 11 a.m.
AKI MARU ... ... Wednesday, 20th July, at 11 a.m.

BOMBAY via Singapore, Penang & Colombo.
GENOA MARU ... ... Monday, 27th June

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.
BAKUYO MARU ... ... Monday, 11th July

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
KAWACHI MARU ... ... Saturday, 9th July

NEW YORK and/or BOSTON via PANAMA.
TAKAOKA MARU ... ... Tuesday, 28th June
BENGAL MARU ... ... Wednesday, 27th July

LIVERPOOL via Singapore, Colombo, Port Said & Ports.
DELAGOA MARU ... ... Tuesday, 12th July

CALCUTTA via Singapore, Penang & Rangoon.
AKITA MARU ... ... Saturday, 18th June
HAKODATE MARU ... ... Friday, 1st July

NAGASAKI, KOBE & YOKOHAMA.

SHANGHAI, KOBE & YOKOHAMA.
MATSUYE MARU (Calls Moji)... ... Sunday, 19th June
MORIOKA MARU (Moji direct)... ... Monday, 20th June
TAJIMA MARU ... ... Thursday, 23rd June
KITANO MARU ... ... Tuesday, 28th June

For further information, apply to—
NIPPON YUSEN KAISHA.
Telephone: Central No. 292 (Private exchanges to all Depts.). [7

Shipping News

Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

BETTER SHOWING BY BRITISH SHIPS.

THROUGH FREIGHTS INCREASE.

Yesterday's freight returns for the twenty-four hours ended at 9 a.m. showed that with two vessels fewer arriving than on the previous day, there was a decrease in freight imported into the Colony of just over 2,000 tons. Of the six British arrivals, four carried freight for Hong Kong, and their consignments showed an increase on the figures for the previous days of this week. They brought about a third of the cargo for this port out of the total entered.

A total freight of 15,681 tons was imported into the Colony on 12 out of 15 vessels arriving, of which 5,873 tons was brought by British steamers.

Of through freights, there was a total of 20,265 tons, an increase of over 8,000 tons on the previous day by five ships. The through freight was divided between four British steamers and four vessels sailing under other flags.

Best Freights.

The best individual returns were 4,500 tons of coal on a British steamer for Hong Kong, and other cargoes for this port included 2,800 tons and 1,200 tons of general, and 3,300 tons and 1,884 tons of rice. Through freights showed 5,492 tons of general and 4,500 tons of general cargo on British steamers, 4,700 tons of general and 2,409 tons of similar cargo on vessels of other flags, and 2,140 tons of coal on a steamer of other nationality than British. Fuller details are given in the list appended.

Arrivals And Departures.

	ARR.	DEP.
British	6	6
Japanese	3	5
Norwegian	1	0
Chinese	0	2
Dutch	0	1
French	3	0
German	1	0
Totals	15	14

Number of vessels in port 67—British 24.

Cargo Carriers.

The cargo carriers were as under:—

S.S. *Taikoo Wan Yi* (British) from Port Kumfa, with 4,500 tons of coal for Hong Kong.

S.S. *City of Chester* (British) from Dunkirk and Singapore, with 538 tons of general cargo for Hong Kong, and 5,492 tons for other ports, and 17 bags of mail.

S.S. *Chenan* (British) from Canton, with a *nil* entry for Hong Kong, but 10 tons of general cargo for other ports.

S.S. *Alipore* (British) from Bombay and Singapore, with 400 tons of general cargo for Hong Kong, and 4,500 tons for other ports, and 64 bags of mail.

S.S. *Benarty* (British) from London and Singapore, with general cargo.

(*Continued on next column*).

DAILY WATERFRONT NEWS.

FERRY HITS JARDINE STEAMER.

SINGAPORE PILOTAGE NOTICE.

[BY LONGSHOREMAN.]

Early on Thursday morning a collision took place between one of the Star ferries and the s.s. *Kumsang*, an Indo-China S.N. Co. ship. The ferry, the *Night Star* was leaving her mooring place to go alongside the Kowloon Ferry Wharf in readiness for the trip to Hong Kong, when her bows swung around and she struck the stern of the *Kumsang*, which was lying alongside one of the Godown's Company's wharves. The *Kumsang* had one or two plates dented.

Temporary repairs were effected to the *Kumsang*, and she was able to leaved on schedule yesterday afternoon for the Straits and Calcutta.

Little damage was sustained by the *Night Star*, and she was not taken off the run. It is understood that a departmental enquiry is being held by the Star Ferry Company into the cause of the collision.

Coast Officers' Meeting.

A coinbined meeting of the Hong Kong Branches of the China Coast Officers' Guild and the Marine Engineers' Guild of China is to be held at the Guilds' Officers, 67, Des Voeux Road Central, to-morrow at 10.30 a.m. Every member in port is requested to attend.

S.S. *Luchow* (British) from Shanghai and Amoy, with 435 tons of general cargo for Hong Kong, and 470 tons for other ports, and 35 bags of mail.

S.S. *Linchow* (French) from Haiphong and Pakhoi, with 2,800 tons of general cargo and 10 bags of mail.

S.S. *Song Bo* (French) from Canton, with a *nil* entry.

S.S. *Tonkin* (French) from Haiphong, with 1,200 tons of general cargo, and 275 bags of mail.

S.S. *Aachen* (German) from Bremen and Shanghai, with 4,700 tons of miscellaneous cargo for other ports, and 171 bags of mail.

S.S. *Davikon* (Norwegian) from Bangkok and Kohsichang, with 3,300 tons of rice, meal and general for Hong Kong.

S.S. *Helias* (Norwegian) from Bangkok and Hoihow, with 1,084 tons of rice and rice meal, 68 cattle and 11 bags of mail for Hong Kong.

S.S. *Sung Shan Maru* (Japanese) from Shanghai and Swatow, with 102 tons of general cargo for Hong Kong, 544 tons for other ports, and seven bags of mail.

S.S. *Aki Maru* (Japanese) from Melbourne and Australia, with 178 tons of lactogen, beche-de-mer, flour, jam, hemp, leather, etc., 42 bags of mail, and 2,409 tons of similar cargo for other ports.

S.S. *Kairyu Maru*, (Japanese) from Yoyeyama and Keelung, with 340 tons of coal for Hong Kong, and 2,140 tons of coal for Canton.

"Leung Kwong" Enquiry.

The enquiry concerning the deaths of the victims of the *Leung Kwong* disaster is to be resumed at the Central Magistracy again on Tuesday afternoon, at 2.15.

Berthage And Speed At Singapore.

A notice to mariners issued at Singapore states. Commanders of vessels lying at the East Wharf and Section X (into P. & O. Wharf) are cautioned to attend to their hawsers at all states of the tide, especially when heavy draught ships are passing.

(a) Vessels entering North channel have to keep close to East wharf at all states of the tide, both to avoid the current and to ensure ample room for the big turn to the westward. (b) With a strong flood tide West bound vessels usually have to increase speed considerably to avoid Keppel rock.

Although the Pilots are instructed to proceed at slow speed in Keppel Harbour, it is frequently necessary in the interests of safety for a moderate speed to be used for a short priod.

The local Shipping Firms and Agents are particularly requested to circulate this Notice among the Commanders of their vessels.

Passengers Leaving.

Sailing to-day for Australian ports, *viâ* Manila, the s.s. *Changte* will have 69 cabin passengers on board. She also takes the outward Australian mail.

"Kalyan" Arrives.

The P. & O. s.s. *Kalyan* arrived in port yesterday afternoon from London *viâ* ports, being *en route* to Yokohama. She arrived with 22 first-class passengers, 20 second-class passengers and two deck passengers. The steamer also brought Suez and Straits mail and parcels from the United Kingdom.

Accident On Steamer.

Engaged in discharging coal on board the s.s. *Fook Hong* on Thursday afternoon, a coolie was struck on the head by a swinging iron block and knocked unconscious. He was taken to the Government Civil Hospital where he is now in a serious condition.

From Australia.

Arriving from Australia and ports yesterday, the s.s. *Aki Maru* had on board, in addition to freight and mails, 12 first-class passengers, 20 second-class passengers and 165 third-class passengers.

Marine Court.

Before Lieut.-Comdr. G. F. Hole, R.N., at the Marine Court yesterday, a junk master was fined $15, or two weeks' hard labour in default, for failing to exhibit regulation lights. He pleaded guilty.

At the same Court, two sampan people were each fined $10, or ten days' hard labour in default, for using bright lights for fishing in the Northern Anchorage. They also pleaded guilty.

Coast Defence Practices.

A full programme, for the information of mariners, giving details of the dates and times on which coast defence practices and station practices will be carried out during 1927-28 by the Royal Artillery has been posted at the Harbour Office on the notice board.

Deck Passengers.

The total number of Asiatic deck passengers entering the Colony for the twenty-four hours ended at 9 a.m. yesterday was 186, the lowest return during the week.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT ..... ELLERMAN LINE
S.S. "CITY OF TOKIO" ... Havre, London, Rotterdam & Hamburg ... 6th July
S.S. "CITY OF GLASGOW" ... Havre, London, Rotterdam & Hamburg ... 10th Aug.

AUSTRALIA ..... AUSTRAL-EAST INDIES LINE
Sailings from SINGAPORE on 7th of every month by "CITY OF PALERMO" or "CITY OF SPARTA" to Java, Fremantle, Adelaide, Melbourne and Sydney and *vice versa*.
Through Freight and Passenger bookings from Hong Kong in conjunction with "Ellerman" Line or other services.

BOSTON, NEW YORK & BALTIMORE ..... AMERICAN AND MANCHURIAN LINE
S.S. "CITY OF CHESTER" ... ... via Suez Canal ... ... 17th July
S.S. "CITY OF BEDFORD" ... ... via Suez Canal ... ... 14th August

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON & NEW YORK ..... AMERICAN & ORIENTAL LINE
S.S. "COMERIC" ... ... via Suez Canal ... ... 25th July.

MAURITIUS & SOUTH AFRICA ..... ORIENTAL AFRICAN LINE
S.S. "TINHOW" ... ... From Hong Kong ... ... 25th July.
Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimaine, Ibo, Port Amelia, Morambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Ludoritz Bay, Walvis Bay and Madagascar.

For Freight or passage on any of the above lines apply to:—
Telephone: Central 4791.
THE BANK LINE, LTD.
22]

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.

VETARZO BLOOD MEDICINE

Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, scrofulous and glandular swellings, bad legs, abscesses, ulcers, eczema, gout, rheumatism, goitre or Derbyshire Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIVE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD. For Nervous Breakdown and Chronic Weakness.

VETARZO REGULATORS. Safe and Reliable.

English Price 3s. (either remedy). The VETARZO REMEDIES CO., Gospel Oak, N.W.5, London, Eng. Unprincipled Dealers may try to sell you something else for extra profit—do not accept it. Insist on having VETARZO. The genuine has words "VETARZO REMEDIES" in [Government Stamp.] Sold by LEADING CASH CHEMISTS.

PODOS. MARVELLOUS FOR SKIN TENDER AND SORE FEET CURES, BAD CASES OF PERSPIRATION, ODOURS, AND ALL FOOT TROUBLES. ENGLISH PRICE 3/-. OR DIRECT, 6D. BRACKX, 19, QUAI VAN DYCK, ANTWERP.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).

MAIL AND PASSENGER STEAMERS TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons.	From Hongkong (about)	Destination.
"MANTUA"	10,946	25th June	Marseilles and London.
"KHIVA"	9,135	9th July	Marseilles, London and Antwerp.
"KALYAN"	9,144	16th July	Marseilles, L'don., Antwerp & Hull.
"ALIPORE"	5,273	21st July	Straits and Bombay.
"MACEDONIA"	11,120	23rd July	Marseilles and London.
"NYANZA"	7,023	3rd Aug.	Straits and Bombay.
"KASHGAR"	9,005	6th Aug.	Marseilles, London and Antwerp.
"RAWALPINDI"	16,619	20th Aug.	Marseilles and London.
"DEVANHA"	8,155	3rd Sept.	Marseilles, London & Antwerp
"MOREA"	10,953	17th Sept.	Marseilles and London.
"KHIVA"	9,135	1st Oct.	do.
"MALWA"	10,986	15th Oct.	do.
"KASHMIR"	8,985	29th Oct.	do.
"MACEDONIA"	11,120	12th Nov.	do.
"MONGOLIA"	16,504	26th Nov.	do.
"MANTUA"	10,946	10th Dec.	do.
"KASHGAR"	9,005	24th Dec.	do.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Pireaus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA—APCAR SAILINGS

"TALMA"	10,000	3rd July	Singapore, Penang and Calcutta
"TAKLIWA"	7,936	14th July	do.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

"ST. ALBANS"	4,500	1st July	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"ARAFURA"	5,000	29th July	
"TANDA"	6,956	2nd Sept.	

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia.
The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu, Kotambugan, Tawao, Timor, Durwin, or other ports en route as inducement offers.
Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"KALYAN"	9,144	18th June, Noon	Shanghai, Moji and Kobe.
"ALIPORE"	5,273	18th June, 10a.m.	Shanghai, Kobe and Moji.
"TAKLIWA"	7,936	22nd June	Amoy, Moji, Kobe, Osaka & Yokohama.
"MACEDONIA"	11,120	24th June	S'hai, Moji, Kobe and Yokohama.
*"NOVARA"	6,989	29th June	b'hai., Moji, Kobe & Yokohama.
"ARAFURA"	5,000	5th July	Moji, Kobe Osaka & Yokohoma.
"KASHGAR"	9,005	8th July	S'hai., Moji, Kobe and Yokohama.
"NYANZA"	7,023	8th July	do.
"RAWALPINDI"	16,619	22nd July	Shanghai, Kobe and Yokohama.
"DEVANHA"	8,155	5th Aug.	b'hai., Moji, Kobe & Yokohama.
"TANDA"	6,956	9th Aug.	Moji, Kobe, Osaka and Yokohama.
"MOREA"	10,953	19th Aug.	S'hai., Moji, Kobe & Yokohama.
"KHIVA"	9,135	2nd Sept.	do.
"MALWA"	10,986	16th Sept.	do.
"KASHMIR"	8,985	30th Sept.	do.
"MACEDONIA"	11,120	14th Oct.	do.
"MONGOLIA"	16,504	28th Oct	do.
"MANTUA"	10,946	12th Nov.	do.
"KASHGAR"	9,005	26th Nov.	do.
"MOREA"	10,953	10th Dec.	do.
"DEVANHA"	8,155	24th Dec.	do.
"MALWA"	10,986	7th Jan., 1928	do.

*Will not take passengers northwards.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
*Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.
P. & O. Building, Connaught Road Central, HONGKONG. Agents. [1

THE SWEDISH EAST ASIATIC COMPANY, LIMITED.

SERVICE OF FAST MOTOR VESSELS
LOADING DIRECT FOR
MARSEILLES, VALENCIA, ROTTERDAM, HAMBURG AND SCANDINAVIAN PORTS.

Loading about
m.v. "NIPPON" ... ... 5th July
m.v. "BENARES" ... ... 8th August

FOR SHANGHAI AND JAPAN PORTS.

Loading about
m.v. "BENARES" ... ... 29th June
m.v. "NANKING" ... ... 14th July

For further particulars, apply to the Agents—
GILMAN & CO., LTD., Hong Kong. G. E. HUYGEN. Canton.
21

POST OFFICE NOTICE.

INWARD MAILS.

From	Per	Due
Shanghai & Europe via Siberia ...	*Suwa Maru* ..	18th June
Shanghai	*Sunning*	18th June
Suez and Straits	*Pyrrhus*	19th June
Manila	*Pres. Taft* ..	19th June
Manila	*Emp. of Russia* .	20th June
Straits	*Taklawa*... ...	20th June
U.S.A., Honolulu, Japan & Shanghai...	*Pres. Wilson* ...	20th June
Japan & Shanghai	*Angers*	21st June
... ...	*Sphinx*	21st June
Saigon	*Patroclus*	22nd June
Suez and Straits	*Helenus*	23rd June
Straits	*Manila*	24th June
Shanghai	*Empress of ...*	[illegible]
Canada, U.S.A., Japan & Shanghai ...	*Empress of Asia*...	27th June

OUTWARD MAILS.

For	Per	Date
		Saturday, 18th,
Shanghai, Japan and EUROPE via Siberia	*Kalgan* .	10.30 A M
Hoihow	*Dorry*	10.30 A M
		Kowloon P.O.
		Reg. 1.30 A M
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & EUROPE via Marseilles—due Marseilles, 18th July	*Suwa Maru* ...	Letters 1.00 P M
		G.P.O.
		Reg. 12.45 P M
		Letters 1.30 P M
Haiphong	*Tonkin*	1.30 P M
Samshui and Wuchow	*Tai Hing*... ..	4.00 P M
Amoy	*Antung* ...	5.00 P M
Haiphong	*Confucius* ...	5.00 P M
		Sunday, 19th,
*Swatow and Bangkok	*Kwangchow* ...	8.30 A M
Swatow, Amoy and Formosa	*Hozan Maru* ...	9.00 A M
Shanghai	*Sinkiang* ...	9.00 A M
		Monday, 20th,
Swatow	*Luchow* ...	12.30 P M
Straits	*Theseus* ...	1.30 P M
Shanghai, Japan, Honolulu & *San Francisco—due San Francisco, 14th July, and EUROPE via Siberia	*Pres. Taft* ...	Parcels 3.00 P M Reg. 4.15 P M Letters 5.00 P M
Manila	*Pres. Wilson*	5.00 P M
		Tuesday, 21st,
Hoihow, Pakhoi and Haiphong	*Taikwa Maru* ...	8.30 A M
Haiphong	*Huichow*	8.30 A M
Swatow, Amoy and Foochow	*Hai Ning*	1.00 P M
Shanghai, Japan & EUROPE via Siberia	*Sphinx*	1.30 P M
Saigon, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles—due Marseilles, 22nd July	*Angers*	Reg. 1.45 P M Letters 2.30 P M
Wei Hai Wei	*Chinkiang* ..	5.00 P M
Amoy	*Sunning*	5.00 P M
Shanghai, Japan, Canada, U.S.A. C. & S. America, *EUROPE via Vancouver, B.C.—due Vancouver, B.C., 10th July & Europe via Siberia	*Emp. of Russia*	Parcels 5.00 P M Reg. 5.00 P M Let. 22nd, 8.30 A M
		Wednesday, 22nd
Manila, Australia & New Zealand via Thursday Island—due Thursday Island, 4th July	*Tango Maru* ...	Reg. 8.45 A M Letters 9.30 A M
Swatow, Amoy & Formosa	*Menado Maru* ...	9.00 A M
Java via Soerabaia	*Tjisalak*	3.00 P M
		Thursday, 23rd,
Straits	*Van Houtes* .	10.30 A M
*Straits & Bombay	*Indus Maru* ...	10.30 A M
Straits and Calcutta	*Kut Sang*... ...	Parcels Noon Letters 1.00 P M
		Friday, 24th,
Haiphong	*Mingsang*	8.30 A M
Swatow, Amoy and Foochow	*Hai Hong* ...	Noon
		Kowloon P.O.
		Parcels 4.30 P M
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & EUROPE via Marseilles—due Marseilles, 22nd July	*Mantua* ...	Reg 25th, 9.00 A M Letters 10.30 A M
		G P O.
		Par. 24th, 5.00 P M
		Reg. 25th, 9.45 A M
		Letters 10.30 A M

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE.

"SARPEDON" 29th June Mars., L'don., R'dam. & Glasgow.
*"AUTOMEDON" 12th July Mars., L'don., R'dam. & H'burg.
"PATROCLUS" 27th July Mars., L'don., R'dam. & Glasgow.
*"MACHAON" 9th Aug. Mars., L'don., R'dam. & H'burg.
*Calls at Casablanca.

LIVERPOOL SERVICE.

"THESUS" 20th June Genoa, Havre, Liverpool & Glasgow.
"OANFA" 20th July Genoa, Havre, Liverpool & Glasgow.
"ATREUS" 20th Aug. Genoa, Havre, Liverpool & Glasgow.

PACIFIC SERVICE.

(via KOBE & YOKOHAMA)
"ACHILLES" 2nd July Victoria, Vancouver & Seattle.
"TYNDAREUS" 23rd July Victoria, Vancouver & Seattle.

NEW YORK SERVICE.

"AGAPENOR" 1st July New York, Boston & Baltimore.
"HELENUS" 31st July New York, Boston & Baltimore.

PASSENGER SERVICE.

*"SARPEDON" 29th June Singapore, Marseilles & London.
"PATROCLUS" 27th July Singapore, Marseilles & London.
"ANTENOR" 24th Aug. Singapore, Marseilles & London.
"HECTOR" 5th Oct. Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight and passage rates and information apply to:—

Butterfield & Swire,
Agents. [6

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorised Capital $50,000,000
Issued and Fully Paid-up $20,000,000
Reserve Funds:—
Sterling..... £20,000,000
Silver $12,500,000
Reserve Liability of Proprietors $20,000,000

HEAD OFFICE: HONG KONG.

Court of Directors:
Hon. Mr. D. G. M. BERNARD, Chairman.
A. H. COMPTON, Esq., Chief Manager.
Deputy Chairman
W. H. Bell, Esq. W. L. Pattenden, Esq.
N. S. Brown, Esq. T. G. Weall, Esq.
A. Macgowan, Esq. H. P. White, Esq.
Acting Chief Manager:
Hon. Mr. A. C. HYNES.

BRANCHES:—

Amoy	Hongkew	Peking
Bangkok	Iloilo	Penang
Batavia	Ipoh	Rangoon
Bombay	Johore	Saigon
Calcutta	Kobe	San Francisco
Canton	Kuala	Shanghai
Chefoo	Lumpur	Singapore
Colombo	London	Sourabaya
Dairen	Lyons	Sungei
Foochow	Malacca	Patani
Haiphong	Manila	Tientsin
Hamburg	Moukden	Tokyo
Hankow	Nagasaki	Tsingtao
Harbin	New York	Yokohama

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in LOCAL CURRENCY and STERLING on terms which will be quoted on application.
Hong Kong, 25th May, 1927. [26

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
For the HONGKONG & SHANGHAI BANKING CORPORATION,
A. C. HYNES,
Acting Chief Manager.
Hong Kong, 9th March, 1927. [2

EQUITABLE EASTERN BANKING CORPORATION. AN AMERICAN BANK.

CAPITAL AND SURPLUS U.S. $3,000,000.00

HEAD OFFICE:
37, WALL STREET, NEW YORK.

BRANCHES:
SHANGHAI.

General Banking and Exchange Business.
Interest Allowed on all Deposits.
Rates on Application.
LONDON AND PARIS AGENTS: EQUITABLE TRUST Co., OF N.Y.
38] D. M. BIGGAR, Manager.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY.)

BANKERS.

ESTABLISHED 1824.

HONG KONG OFFICE: 11, QUEEN'S ROAD, CENTRAL.

Authorised Capital...Guilders 150,000,000- (£12,500,000.)
Paid-Up Capital.....Guilders 80,000,000- (£6,666,670.)
Reserve Fund.....Guilders 21,117,340- (£1,759,778.)
Special Reserve.....Guilders 22,660,000- (£1,888,330.)

Head Office:—AMSTERDAM.
Eastern Head Office:—BATAVIA.

BRANCHES:—Bandjermasin, Bandoeng*, Bombay, Calcutta, Cheribon, Djeddah, Djember, Djokjakarta*, The Hague*, Kobe, Kota-Radja, Makassar, Medan, Padang, Palembang, Pekalongan, Penang, Pontianak, Rangoon, Rotterdam*, Samarang*, Shanghai, Sibolga (Sumatra), Soerabaria, Soerakarta (Solo), Tegal, Tjilatjap and Weltevreden*.

*These offices have Safe Deposit Boxes To Let.

London Bankers:—National Provincial Bank, Ltd.

Correspondents all over the world Banking Business of every description transacted.
O. STEENSTRA,
84] Manager.

THE BANK OF CHINA.
中國銀行

(Specially authorised by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

AUTHORIZED CAPITAL...$60,000,000.00
PAID-UP CAPITAL 19,760,200.00
RESERVE FUND 9,864,398.69
Head Office:—PEKING.
Hong Kong Branch:—4, QUEEN'S ROAD CENTRAL.
Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.
London Bankers:—THE GUARANTY TRUST CO. OF NEW YORK, THE NATIONAL PROVINCIAL BANK, LTD.
New York Bankers:—THE EQUITABLE EASTERN BANKING CORPORATION, THE IRVING BANK-COLUMBIA TRUST CO.
Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on Approved Securities.
Special facilities for domestic exchange.
TSUYEE PEI,
Manager.
Hong Kong, January 16th, 1926. [33

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital fully paid-up) .....Yen 100,000,000
Reserve Fund..... Yen 92,500,000

HEAD OFFICE: YOKOHAMA.

BRANCHES AND AGENCIES AT:

Alexandria	Honolulu	Rangoon
Batavia	Kai Yuen	Saigon
Bombay	Karachi	Soerabaya
Buenos Ayres	Kobe	San Francisco
Calcutta	London	Seattle
Canton	Lyons	Semarang
Changchun	Los Angeles	Shanghai
Dairen (Dalny)	Manila	Singapore
Fengtien (Mukden)	Nagasaki	Shimonoseki
Hamburg	Nagoya	Sydney
Hankow	Osaka	Tientsin
Harbin	New York	Tokyo
Hong Kong	Peking	Tsinanfu
Vladivostock (Temporarily closed)	Rio de Janeiro	Tsingtau

Interest allowed on Current Accounts Deposits received for Fixed Periods a rates to be obtained on application.
H. MORI, Manager.
Hong Kong, 11th March, 1927 [35

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital £3,000,000
Subscribed Capital £1,800,000
Paid-up Capital £1,080,000
Reserve Fund and Rest...£1,545,667

BANKERS:
THE BANK OF ENGLAND and MIDLAND BANK, LTD.

BRANCHES:

Bangkok	Kandy	Penang
Batavia	Karachi	Port Louis
Bombay	Kota Bharu	(Mauritius)
Calcutta	Kuala Lumpur	Rangoon
Colombo	Kuantan	Shanghai
Delhi	(Pahang)	Simla
Galle	Madras	Singapore
Hong Kong	New York	Sourabaya
Howrah		

HONG KONG BRANCHES:
Every description of Banking and Exchange Business transacted.
INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.
C. L. C. SANDES, Manager.
7, Queen's Road Central,
Hong Kong, 19th April, 1927. [29

BANQUE DE L'INDO-CHINE.
Head Office:
96, Boulevard Haussmann, Paris.

Subscribed Capital...Frs.72,000,000.00
Paid-up Capital ...Frs.68,400,000.00
Reserve Fund Frs.89,384,519.10

BRANCHES:

Bangkok	Hanoi	Pondicherry
Battambang	Hong Kong	Saigon
Cantho	Mengtsz	Shanghai
Canton	Nam-Dinh	Singapore
Djibouti	Noumea	Tientsin
Fort Bayard	Papeete	Tourane
Haiphong	Peking	Yunnanfou
Hankow	Pnom-Penh	

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industrial et Commercial; Société Générale.
IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.; French-American Banking Corporation; Guaranty Trusty Co., of New York.
Interest allowed on Current Accounts and Fixed Deposit according counts and Fixed Deposits according to arrangement.
Every description of Banking and Exchange Business transacted.
Safe Deposit Boxes to let.
CH. LEM,
Manager.
Hong Kong, 26th February, 1927. [32

THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE: HONG KONG.
No. 10, DES VŒUX ROAD CENTRAL, HONG KONG.

AUTHORISED CAPITAL ... $10,000,000
PAID-UP CAPITAL... 5,000,000
RESERVE... 1,200,000

BRANCHES AND AGENCIES:—

Batavia	Melbourne	San Francisco
Bombay	Nagasaki	Seattle
Calcutta	New York	Semarang
Canton	Osaka	Singapore
Haiphong	Paris	Sourabaya
Honolulu	Peking	Sydney
Kobe	Penang	Taipeh
Kowloon	Rangoon	Tientsin
London	Saigon	Tokyo
Manila	Shanghai	

Correspondents in all principal cities of the world.
Every description of Banking and Exchange business transacted.
Loans granted on approved securities.
SAFE DEPOSIT BOXES To Let.
KAN TONG PO,
Chief Manager.
Hong Kong, 21st March, 1927

THE BANK OF TAIWAN, LTD.
(TAIWAN GINKO.)

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed ...Yen 45,000,000
Capital (Paid-up) ....Yen 39,375,000

HEAD OFFICE:—TAIPEH, FORMOSA.

BRANCHES:
JAPAN:—Tokyo, Yokohama, Kobe, Osaka.
FORMOSA:—Giran, Kagi, Karenko, Keelung, Makong, Nanto, Shinchiku, Taichu, Tainan, Takao, Tamsui, Toen, Heito, Taito.
CHINA:—Shanghai, Hankow, Amoy, Foochow, Swatow, Canton.
OTHERS:—Hong Kong, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York, Calcutta.

LONDON BANKERS:
THE LONDON COUNTY WESTMINSTER AND PARR'S BANK.

The Bank has Correspondents in the Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java, Africa, &c.
Interest allowed on Current Accounts, and Fixed Deposits at Rates which will be quoted on application.
T. TAKAGI,
Manager,
HONG KONG BRANCH,
6, Des Vœux Road, Central
Hong Kong, 11th May, 1926. [27

THE BANK OF CANTON, LTD.
Established 1912.

HEAD OFFICE: HONG KONG.

Hong Kong Currency
AUTHORIZED CAPITAL.....$11,000,000
PAID-UP CAPITAL 8,664,200
RESERVE FUND 850,000

Branches:—
CANTON, SHANGHAI, HANKOW, SWATOW, BANGKOK, NEW YORK and SAN FRANCISCO.

London Bankers:—
THE LLOYDS BANK, LTD.
Correspondents
In all Principal Cities of the World.
Foreign Exchange and Banking Business of every description transacted.
Safe Deposit Boxes (various sizes) at a Yearly Rental of from $5 to $40.
LOOK POON SHAN,
37] Chief Manager.

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.

Paid-up Capital £3,000,000
Reserve Fund £4,000,000
Reserve Liability of Proprietors £3,000,000

AGENCIES AND BRANCHES

ALOR STAR (Malay States)	IPOH.	*RANGOON
AMRITSAR	KARACHI	SAIGON
BANGKOK	KLANG	SEMARANG
BATAVIA	KOBE	SHEEMBAN
BOMBAY	KUALA KANGSAR	SHANGHAI
CALCUTTA	KUALA LUMPUR	SINGAPORE
CANTON	KUCHING	SOURABAYA
CAWNPORE	MADRAS	(F.M.S.)
CEBU	MANILA	TAIPING
COLOMBO	MEDAN	TAVOY
DELHI	NEW YORK	TIENTSIN
HAIPHONG	PEKING	TOKYO
HANKOW	PENANG	TSINGTAO
HONG KONG	PESHAWAR	YOKOHAMA
ILOILO	PUKET	ZAMBOANGA (Philippine Islands).

FOREIGN EXCHANGE and General Banking Business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.
J. R. GEORGE,
Manager.
Hong Kong, 7th March, 1927. [30

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE.
(Incorporated in France).

8, Chater Road, Victoria, Hong Kong.
HEAD OFFICE:
74, Rue St. Lazare, Paris.

Capital, fully paid up ..., Frs. 40,000,000
Special Working Capital Frs. 50,000,000
Reserves ..... Frs. 13,276,000

BRANCHES:

Paris	Lyons	Marseilles
Saigon	Haiphong	Hanoi
Pnom Penh	Peking	Tientsin
Shanghai	Hong Kong	

BANKERS:
France: Société Generalé, Banque Nationale de Crédit, Banque de Paris et des Pays Bas.
London: Midland Bank, Ltd.
New York: Irving Bank, Columbia Trust Co.
Every description of Banking and Exchange Business transacted.
Correspondents throughout the World.
A. ROLLIN,
Manager.
Hong Kong, 21st April 1927.

"Three Castles" CIGARETTES

ALWAYS COOL SWEET & FRAGRANT

SOLD EVERYWHERE

This advertisement is issued by the British-American Tobacco Co. (China) Ltd. EA-236

Printed and Published by OLIVER THOMAS BREAKSPEAR, for the HONG KONG DAILY PRESS, LTD., at 1A, Chater Road, Victoria, Hong Kong. London Office: 21 Bride Lane, Fleet Street, E.C.4.